START OF ROLL

ROLL NO.

77

Construction contracts

Cont# 4499 cont. from # 76

RECEIVED
SEP 6 - 1955
FOR FILING

F-183 (9)
4499

August 12, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Mr. Yett:

The State Highway Commission on June 30, 1955, accepted your proposal for grading and paving Reedville-Beaverton Section of Tualatin Valley Highway in Washington County for the sum of $596,233.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4499.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ig

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.,
2418 Third Avenue
Seattle 1, Washington
Att'n. Dorothy McCormack

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 12, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Contract for grading and paving Reedville-Beaverton Section of Tualatin Valley Highway, Washington County for which you submitted low bid on June 30, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 12 1955
FOR FILING

6

F-183 (7)
4499

August 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, Project F-183(7), to Porter W. Yett of Portland, Oregon, on the basis of the bid of $596,233.00 submitted on June 30, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
AUG 15 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

DISTRICT F-183(9)
4499

08-35

August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-183 (9), Reedville-Beaverton Section of the Tualatin Valley Highway in Washington County, we hereby concur in award of Contract No. 4499 as of this date to Porter W. Yett, Portland, Oregon, low bidder in the amount of $596,233.00 at the June 30, 1955 bid opening.

Very truly yours,

Polk
C. G. POLK
District Engineer

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 27 1955
FOR FILING

FORM E-30X—50,000—10-54—7948
F-183 (91)
4499

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1955

5967 new

Aloha - Huber Water Dist.

SUBJECT:

NOTED
W. C. WILLIAMS

5295
5753
(5967)

~~To: Mr. A. C. Skelton~~
~~Division Engineer~~

I hand you herewith copy of a letter from Carrell F. Bradley, attorney for the Aloha-Huber Water District. Mr. Bradley uses the old salesmanship gimmick of assuming the major decision that the State will pay the bill for some rearrangement and leaves up to us the minor decision as to whether we are to do the work or pay them for doing the work.

In order to resolve this matter, please contact Mr. Harry Leskela and go over the matter with him in the field, applying the yardstick that we have used in all cases as to whether or not the work that they request is on items of a "surface" nature which would have to be moved to clear actual highway construction. I realize that our policy in this matter is somewhat hard to define. However, as these water companies occupy public right of way under permit only, we have tried to adhere to the policy of paying for items that we actually encounter in the construction of the facility. Items that may be left in place and not interfere with the construction or the use of the road should not be considered an obligation of the State.

Will you please make the necessary investigation, giving this office a report with recommendation. I held this matter on assignment from W. C. Williams.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams ✓

RECEIVED
JUL 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1955
FOR FILING

Const
RW
Tualatin Valley Hwy

aloha-Huber Water Dist.
5295
5753

May 31, 1955

Mr. Carrell F. Bradley
Attorney at Law
Bush & Bradley
U. S. National Bank Building
Hillsboro, Oregon

Dear Sir:

In reply to your letter of May 23, advise that we hope to call bids for the improvement of the Beaverton-Reedville Section of the Tualatin Valley Highway at the Commission meeting of June 30 and July 1, 1955. We are now acquiring right of way and are hopeful that such right of way will be obtained in time for the advertising of the project for the above-mentioned date.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me 1g

TELEPHONE 5801

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

NEAL W. BUSH
CARRELL F. BRADLEY

May 23, 1955

State Highway Department
Salem
Oregon

Attention Mr. Baldock

Dear Sir: Re: Aloha-Huber Water District

Some of the Commissioners of the water district have asked me to write relative to when your department plans to commence construction on the widening of the Beaverton-Aloha highway. Would it be possible for you to give me some outline of your construction plans.

Very truly yours,

BUSH & BRADLEY

Carrell F. Bradley
Carrell F. Bradley

CFB:cp

REFERRED TO
Williams
By State Highway Engineer
Please answer

NOTED
W. C. WILLIAMS

RECEIVED
MAY 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1955
FOR FILING

Const
RW
Tualatin Valley Hwy

5295
5753

TELEPHONE 5801

BUSH & BRADLEY
ATTORNEYS AT LAW
U. S. NATIONAL BANK BLDG.
HILLSBORO, OREGON

NEAL W. BUSH
CARRELL F. BRADLEY

May 20, 1955

NOTED
W. C. WILLIAMS

Oregon State Highway Dep't.
Salem
Oregon

Attention Mr. R. H. Baldock

Dear Mr. Baldock:

Thank you very kindly for your very informative and welcome letter of May 16, 1955, in regard to the Aloha-Huber Water District. I have read your letter to the commissioners and they are very elated over the decision of the State Highway Department in regard to the water mains and have asked me to express that appreciation to you. I am sure that you are aware of the fact that if the replacement of these mains had been up to the district that it would have required the district to expend large sums of money and would have virtually bankrupt them.

They are very anxious to co-operate with the State Highway Commission at any time in regard to any matters within their district and if you have any questions, please contact either me or Harry Leskela, the Superintendent, at their water district office.

Very truly yours,

BUSH & BRADLEY

Carrell F. Bradley
Carrell F. Bradley

CFB:cp

REFERRED TO
Mr. Williams
Dy State Highway Engineer

Please note and file.

RECEIVED
MAY 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1955
FOR FILING

Const
RW
Tualatin Valley

5295
5753

May 16, 1955

Mr. Carrell F. Bradley, Attorney at Law
Commercial Bank Building
Hillsboro, Oregon

Dear Sir:

On October 1, 1954 you were advised that we could not give you definite information relative to the effect on the Aloha-Huber Water District pipe lines when the Tualatin Valley Highway was improved to a four-lane facility. We advised that we would furnish you more information when such was available.

Our surveys have been completed, and it does not appear that the pipe line will be disturbed, except as to surface facilities, such as service pipe, meters, valves, et cetera. The existing highway can be widened to a four-lane facility without disturbing the existing mains.

The purpose of this letter is to advise the Aloha-Huber Water District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make revisions in facilities which project to or above the surface, such as meter boxes, valves, service connections, et cetera, estimated to cost $12,000, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. G. Skelton

FORM 830—80M—10-54—78485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

In reply to your Assignment No. 5753 which is in the nature of a follow up on the letter from Patterson, Bush & Bradley, Attorneys at Law, and which refers to the cost of rearrangement of facilities of the Aloha-Huber Water District, it would be my recommendation that we follow the same procedure on this project as we have on several others, namely that the State move or assume the cost of moving the actual facilities which would have to be rearranged for the construction of the job. Specifically, I refer to services, meters, valves, fire plugs or other items that actually project into the work area.

I suggest that we tell the District about what we have told other districts, that we will take care of the so-called surface facilities and not assume the burden of reconstruction or moving of the entire facility.

I followed up the cost estimate in the field and Shelton confirms an amount of $12,000 for moving the so-called surface facilities.

RECEIVED
APR 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.
cc: A. G. Shelton

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 7th, 1955

SUBJECT.

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

Under date of April 4th you wrote concerning our estimate on the cost of moving so-called surface facilities of the Aloha-Huber Water District on the Beaverton-Reedville Project on the Tualatin Valley Highway. Confirming our telephone conversation on this matter, we feel that the estimate of $12,000.00 for the moving of these surface facilities should be adequate, and I believe this amount should be set up in the project authorization. I am enclosing herewith copy of L. V. Blickenstaff's letter to me of April 5th on this matter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: L. V. Blickenstaff

Copy to Virgil O'Neil
4/22/55

NOTED
H. G. SMITH

NOTED
FORREST COOPER

FORM E-30X—30M—9-54—79196

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1955

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

I am having $12,000 placed in the project authorization to take care of necessary rearrangement of the so-called surface facilities of the Aloha-Huber Water District on the Reedville-Beaverton Section.

Please instruct the resident engineer to work closely with the Water District to be sure that we have proper costs and that the State is not billed for items of expense not properly chargeable to us.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams
V. G. O'Neil

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Ore.
April 5, 1955

SUBJECT: Moving Aloha-Huber water lines.
Beaverton-Reedville Unit
Tualatin Valley Highway

To:
Mr. F. T. Young
Asst. Division Engr.
State Highway Dept.
Portland, Ore.

Dear Sir:

In the matter of lowering the Aloha-Huber Water District service connections and cross mains on the above mentioned project, I see no reason for changing our estimate of $12,000.

I believe the Salem office is now proposing a curbed section in some areas where we had a ditch section. It is theoretically possible that the ditch section might have interfered with some service connections that would not be affected by our sub-grade cut on the widening for a curbed section. However without actual elevations on the service lines at our new shoulder line I could not say to what extent, if any, this would be true.

Very truly yours,

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

PS On Dec. 3, 1954 you forwarded to Salem a black and white print showing the situation with respect to these water lines.

L. V. B.

ASSIGNMENT

Date: March 25, 1955 No. 5753 By WCW

Description: File (5) relative to Aloha-Huber Water District pipe lines in connection with Tualatin Valley Highway project which will soon be coming up.

Acknowledged by____ Referred to Smith ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
XXX Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: Is time appropriate for follow up? We are getting ready to call bids.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-29-55 me Report Received__________

---

r 1, 1954

PLEASE RETURN TO
W. C. WILLIAMS

o reply to your letter of August 24
er District pipe lines pending more

t appears that the pipe line will be
in the median strip between the two
present plans call for the use of
y traffic eastbound. A parallel strip
nd traffic, with an 18-foot median between the pavements.

Through the city of Aloha the pipe line, however, will be directly under the pavement, as no median strip is being contemplated through Aloha.

Our studies indicate that changes and revisions in the pipe line, such as service pipes, et cetera, will cost in the neighborhood of $12,000. Pending further decision by the State Highway Commission, I can not tell you as to who should assume this cost and in what proportion.

When more definite information is available, we will be pleased to contact you further.

Very truly yours,

W. C. Williams
~~Deputy~~ State Highway Engineer
FORREST COOPER

WCW:me

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. A. G. Skelton

RECEIVED
OCT 6 - 1954
FOR FILING

October 1, 1954

Mr. Carrell F. Bradley
Attorney at Law
Commercial Bank Building
Hillsboro, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

We have been unable to reply to your letter of August 24 relative to the Aloha-Huber Water District pipe lines pending more complete study of conditions.

At the present time it appears that the pipe line will be left in place where it will be in the median strip between the two opposing lanes of traffic. Our present plans call for the use of the existing highway for one-way traffic eastbound. A parallel strip will be constructed for westbound traffic, with an 18-foot median between the pavements.

Through the city of Aloha the pipe line, however, will be directly under the pavement, as no median strip is being contemplated through Aloha.

Our studies indicate that changes and revisions in the pipe line, such as service pipes, et cetera, will cost in the neighborhood of $12,000. Pending further decision by the State Highway Commission, I can not tell you as to who should assume this cost and in what proportion.

When more definite information is available, we will be pleased to contact you further.

Very truly yours,

W. C. Williams
~~Deputy~~ State Highway Engineer
FORREST COOPER

WCW:mo

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. A. G. Skelton

FORM [illegible]—4-54—74986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

I am returning herewith your Assignment No. 5295 which has to do with the request of Patterson, Bush & Bradley for the State to assume the obligation of moving the Aloha-Huber Water District facilities when the Tualatin Valley Highway is improved.

I have notified Skelton of the decision (letter attached) and assume that you will notify the attorneys for the Water District when final decision has been reached.

As noted in the letter to Skelton, the cost of the necessary changes and revisions is approximately $12,000.

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

RECEIVED
OCT 1 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1954

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Box 4699, Sellwood Sta.
Portland, Oregon

Dear Sir:

After considerable study, it has been decided that the water lines of the Aloha-Huber Water district will be allowed to remain in place in the median between the opposing traffic lanes. While it is realized that this is not the best practice, expediency dictates it in this case due to the extreme cost of the change which could not be borne by the Water District and should not be borne by the State. The cost of the necessary modifications caused by our reconstruction will probably have to be borne by the State, however no comments or promises are to be made to the Water District at this time as the matter is being handled by the Deputy State Highway Engineer. The estimated cost is $12,000.

Do you wish the map returned?

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc: W. C. Williams ✓

ASSIGNMENT

Date: [illegible]ust 25, 1954 No. [illegible] By [illegible]

Description: Letter from Carrell F. Bradley, dated August 24 re improvement and widening of Tualatin Valley Highway between Beaverton and Hillsboro.

PLEASE RETURN TO
W. C. WILLIAMS

Acknowledged by_____ Referred to SMITH

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
XX Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

Executed__________ Report Received__________

TELEPHONE 5801

BUSH & BRADLEY
RNEYS AT LAW
IAL BANK BUILDING
ORO, OREGON

[illegible]
W. C. [illegible]

gust 24, 1954

REFERRED TO
Williams
By State Highway Engineer
Please prepare an answer

ssion

Aloha-Huber Water District

PLEASE RETURN TO
W. C. WILLIAMS

ehalf of the Aloha-Huber Water
e attorney.

not long ago I discussed with you briefly the development and improvement and widening of the Tualatin Valley Highway which extends from Beaverton to Hillsboro. The Aloha-Huber Water District is vitally interested in the development of this highway. Near Aloha it has 17,600 feet of 10-inch O.D. pipe, 1,000 feet of 4-inch O.D.pipe and 1,000 feet of 2-inch galvanized pipe, all of which lay on the north side 18 feet from the center line of the existing highway. If the highway were widened, it would affect, in addition to the above, 17 lateral connections mostly 4-inch and 6-inch and 4 highway crossings and 103 existing service connections. The Aloha-Huber Water District does not know what the highway commission would expect of it should the highway be widened. If the highway commission would require that these pipes and connections be moved, it would be a great expense to the district. In fact, the expense would probably be so great that the district could not economically accomplish all of the movings in any one year. For example, it costs between $4 and $4.50 to lay a 10-inch O.D. pipe per foot. The district would be interested in knowing whether or not the highway commission would provide any money or any assistance in moving this pipe.

I would appreciate it if you could give me the present attitude of the highway commission on matters such as this.

TELEPHONE 5801

PATTERSON, BUSH & BRADLEY
ATTORNEYS AT LAW
COMMERCIAL BANK BUILDING
HILLSBORO, OREGON

PAUL L. PATTERSON
NEAL W. BUSH
CARRELL F. BRADLEY

NOTED
W. C. WILLIAMS

August 24, 1954

REFERRED TO
Williams
By State Highway Engineer
Please
prepare
an answer

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem
Oregon

Attention Mr. Baldock

Re: Aloha-Huber Water District

Dear Sir:

I am writing you on behalf of the Aloha-Huber Water District for which I am the attorney.

You will recall that not long ago I discussed with you briefly the development and improvement and widening of the Tualatin Valley Highway which extends from Beaverton to Hillsboro. The Aloha-Huber Water District is vitally interested in the development of this highway. Near Aloha it has 17,600 feet of 10-inch O.D. pipe, 1,000 feet of 4-inch O.D.pipe and 1,000 feet of 2-inch galvanized pipe, all of which lay on the north side 18 feet from the center line of the existing highway. If the highway were widened, it would affect, in addition to the above, 17 lateral connections mostly 4-inch and 6-inch and 4 highway crossings and 103 existing service connections. The Aloha-Huber Water District does not know what the highway commission would expect of it should the highway be widened. If the highway commission would require that these pipes and connections be moved, it would be a great expense to the district. In fact, the expense would probably be so great that the district could not economically accomplish all of the movings in any one year. For example, it costs between $4 and $4.50 to lay a 10-inch O.D. pipe per foot. The district would be interested in knowing whether or not the highway commission would provide any money or any assistance in moving this pipe.

I would appreciate it if you could give me the present attitude of the highway commission on matters such as this.

If the highway commission intends to hold any hearings relative to this highway, the district would like to have a representative present, if possible.

May I hear from you.

Very truly yours,

Carrell F. Bradley
Carrell F. Bradley

CFB:cp

cc Aloha-Huber Water District
P. O. Box 21
Aloha, Oregon

RECEIVED
AUG 25 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1955
FOR FILING

F-183(9)
4499

ss Referenced To:
Adm
U. S. Gov't
Dept. of Int.
B. P. A.

Salem, Oregon
July 11, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1656

Agenda Item 1-A
File Number 22815
Tualatin Valley Highway
Bonneville Power Administration

Mr. R. L. Porter
Right of Way Engineer
Office

Attention: Mr. E. F. Chidsey
Assistant R/W Engineer

Dear Mr. Porter:

Attached are four fully executed copies of a "Trust Agreement" with the Bonneville Power Administrator regarding payment to the Power Company of $4,700 for relocation of their structures 18/12 on the Beaverton-Reedville Project on the Tualatin Valley Highway, Beaverton-Forest Grove Section in Washington County.

A conformed copy has been retained in this office pending receipt of signed copy.

Very truly yours

Secretary

FN
Attach: 4

FORM E-30X 37½ 2-54 73780

AGENDA
[illegible] 30 1955

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1955

SUBJECT: File Number 22815
Beaverton-Forest Grove
Tualatin Valley Highway
Bonneville Power Administration

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
BUILDING

Dear Sir:

Under agenda item 1B-4 of April 13, 1955, the State Highway Commission approved paying the Bonneville Power Administrator $4,700 for relocation of their Structures 18/12 on the Beaverton-Reedville project. To complete this transaction, Bonneville Power Administration has submitted a trust agreement in quadruplicate, for the Commission's signature. The proposed agreement as submitted bears the approval of the State Highway Engineer & the Assistant & Chief Counsel.

Will you please have this agreement signed by the Highway Commission and returned to this office. Three of the copies will be returned to the Administrator with our check and the fourth copy will be returned to this office for filing. The fifth copy, attached, may be kept in your files pending return of the fully executed copy.

Very truly yours,

R. L. PORTER
RIGHT OF WAY ENGINEER

By E. F. Chidsey/efs
E. F. Chidsey
Assistant R/W Engineer

EFS:lw
Enc: Agreement, in quin.

[illegible]
DATE 4-13-55 Minute Page 13
H B Glaisyer
[illegible]

(A)

4 [illegible]

A ~~B~~

RECEIVED
MAY 4 1955
FOR FILING

AGENDA
APR 13 1955

L-B-4

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1955

SUBJECT: Agenda Item for April 13-14 Meeting

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

File No. 22815 - Bonneville Power Admin.
Beaverton-Reedsville Section
Tualatin Valley Highway

In acquiring rights of way for the Beaverton-Reedsville Section it will be necessary to readjust two Bonneville transmission towers. They estimate that the cost of this work will be approximately $4,700.00 and will ask that we deposit with them this sum to cover their expenses in the work. After the work has been completed a final billing will be submitted and we will be asked to either pay an additional amount if such is indicated, or if their estimate is too high they will submit a refund to us. It has been my past experience that the Bonneville estimates are often about 10 percent low.

Will you please place this matter on the next agenda for consideration by the Highway Commission.

Very truly yours,

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP/cp

H. B. GLAISYER

RECEIVED
JUN 27 1955
FOR FILING

F-183 (9)
1449

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTE
W. C. WILLIAMS

Dear Sir:

The P. S. and E. documents for Oregon Project F-183(9), Reedville-Beaverton, Tualatin Valley Highway, have been reviewed in this office. It is noted that the special provisions contain a supplemental provision providing that the State will reimburse the contractor for 57-1/2% of the cost of "flagmen" labor, insurance on "flagmen" labor, and contribution to "Health and Welfare" fund of a labor union, up to a maximum of ten cents an hour.

We are unable to find any ruling in our files which would permit Federal participation in the cost of flagman's labor on an hourly basis on contract projects and we consider this feature of the project is ineligible for Federal funds.

The P. S. and E. documents are approved and advertising is authorized subject to the condition that Federal funds are non-participating in the cost of "flagmen" labor.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Probert

RECEIVED
JUN 20 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 1954
FOR FILING

F. 183 (1)
11197

December 16, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for the Reedville-Beaverton Section of the Tualatin Valley Highway, and I attach hereto a sketch map indicating the same. Actually there is no change in the location of the existing road other than to widen on the northerly side to provide for an additional two lanes of traffic, with the exception that through the town of Aloha, where there is an existing 50-foot right of way, the new highway will stay within the limits of the existing right of way.

Your approval of the survey is recommended.

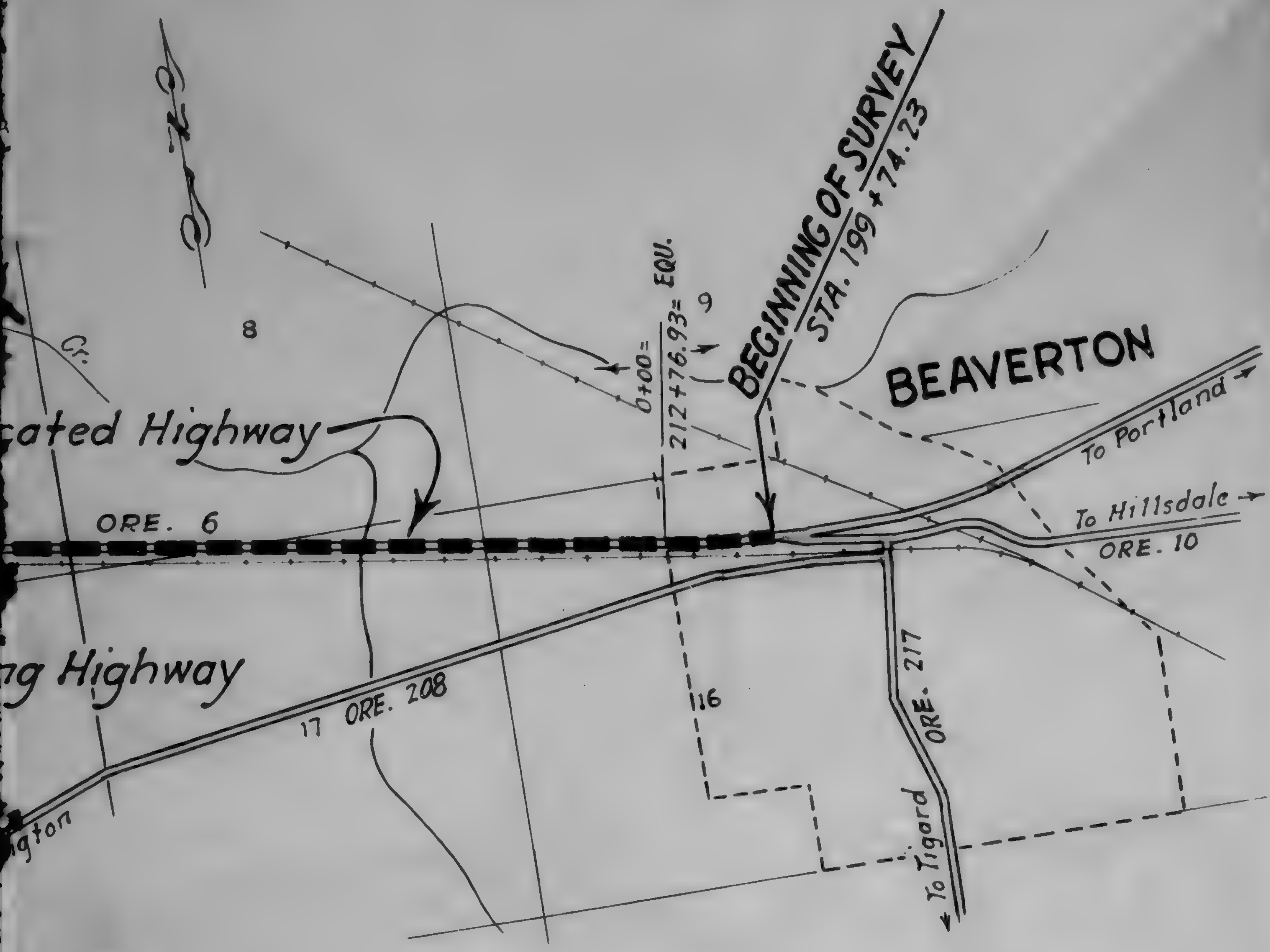
Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

REEDVILLE - BEAVERTON SECTION

TUALATIN VALLEY HIGHWAY

WASHINGTON COUNTY

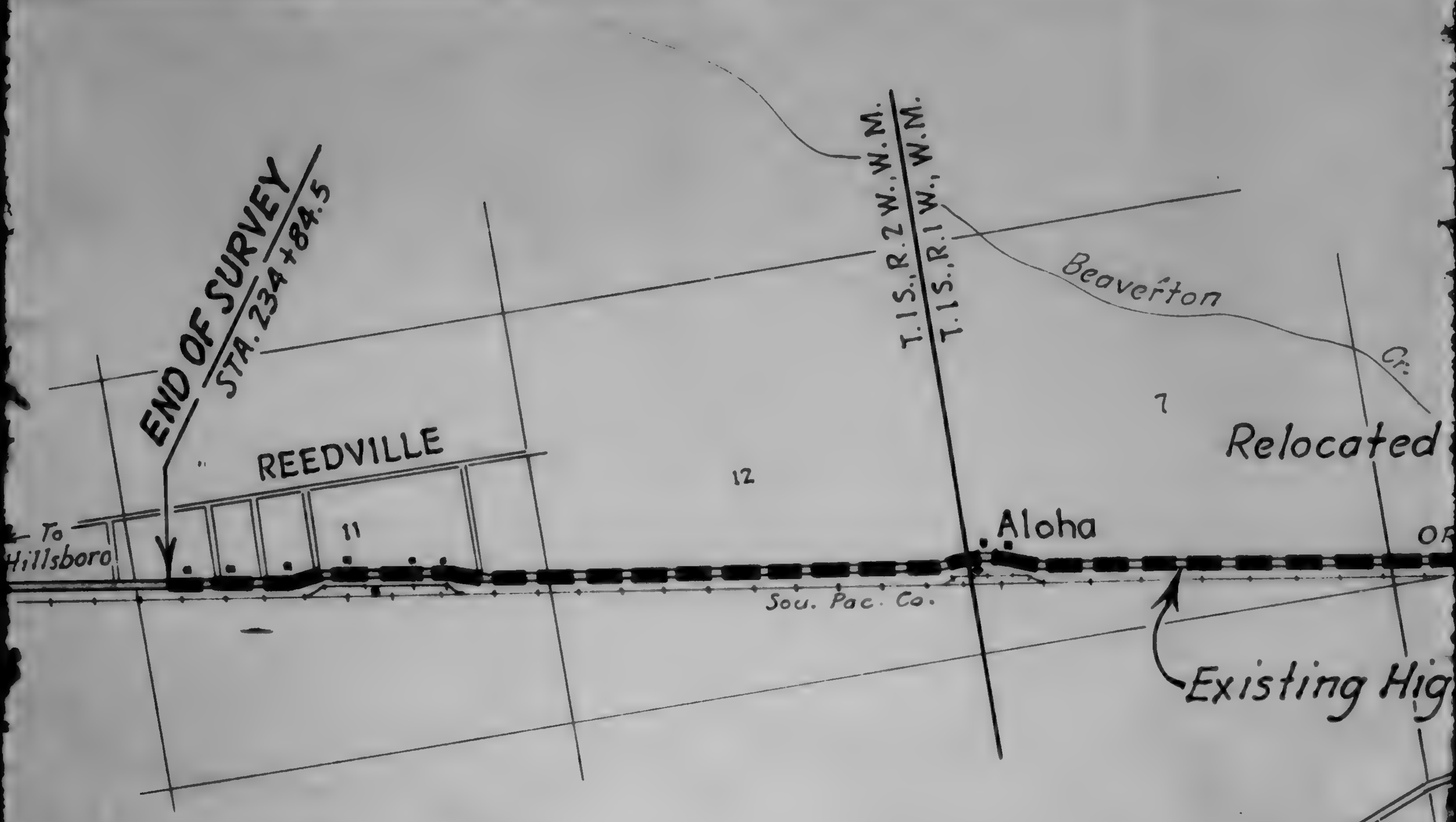
Scale: 1" = 2000' Dec., 1954

DRG. NO. 1R-5-621

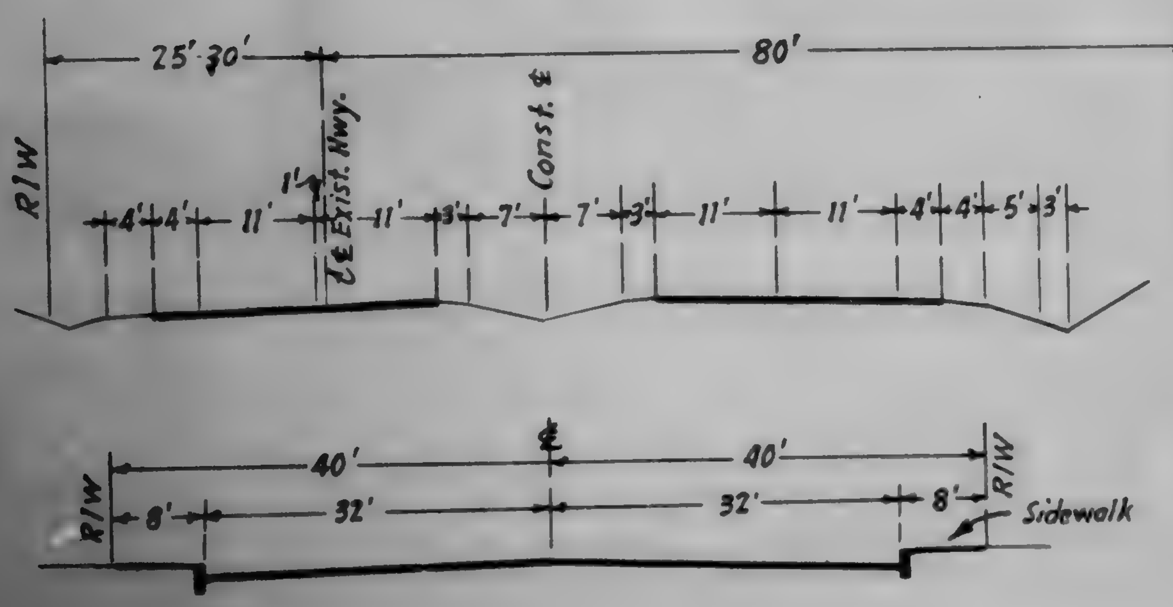
PROVED

STATE HIGHWAY ENGINEER

2-15-54



TYPICAL SECTIONS



APPROV

DEPUTY STATE HIGHWA

Date 12-15-

3-1607 Oswego Hwy. Traffic Signal 1955
Installation.
#4500

3-1607 Oswego Hwy. Traffic Signal 1955
Installation.
#4500

RECEIVED
MAY 4 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 11, 1956

3-1607

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1500	Final	Trowbridge Electric Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
7052	B-147947	$ 2,021.70	4/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to May 15, 1956

Completion Date: March 15, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-2-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAY 3 1956

R Rawlings

RECEIVED
APR 5 - 1956
FOR FILING

[illegible]-1607
4500

April 5, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4500 for installing traffic signal on the Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties was completed by the contractor, Trowbridge Electric Company, on March 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,021.70 will be released to the contractor after acceptance by the Commission. The total contract amount is $17,580.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
gl

RECEIVED
MAR 16 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

3-[illegible]

4500

March 16, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from January 15 to May 15, 1956 within which to complete your contract No. 4500, covering traffic signals on Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAR 16 1956
FOR FILING

3-[illegible]

4500

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from January 15 to May 15, 1956 within which to complete your contract No. 4500, covering traffic signals on Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Shelton,
Division Engineer

Marshall Dresser,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 23 1956
FOR FILING

3 - 1669
4

P

February 23, 1956

Request for extension of time
No. 5
March 1 and 2 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Oswego Highway Traffic Signals
Contract No. 4600

Trowbridge Electric Company, contractor on the Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties, has requested a second extension of time from January 15, 1956, to May 15, 1956.

All work was completed and the traffic signals placed in operation before the expiration of the first time extension date with the exception of painting the steel poles and paving the island surfaces. This work cannot be done under the present weather conditions and must await the arrival of suitable weather.

As there is no inconvenience to the traveling public nor will the State incur any additional engineering expense, it is recommended that this second time extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PWS/dp

Attached

RECEIVED
JAN 6 1956
"FOR FILING"

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

3-1607
4500

January 4, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from November 30, 1955 to January 15, 1956 within which to complete your contract No. 4500, for installing traffic signal on Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

F. N. Stephenson,
Bridge Engineer

RECEIVED
DEC 5 - 1955
FOR FILING

3 - 1667
4500

December 2, 1955

Request for extension of time
No. 15
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Oswego Highway Traffic Signals
Contract No. 4500

Trowbridge Electric Company, contractor on the traffic signal installation on the Oswego Highway, has requested an extension of time from November 30, 1955, to January 15, 1956, in which to complete the contract.

Although the contractor ordered materials as soon as he was awarded the contract, they have not, as yet, arrived. It is anticipated that the materials will arrive and be installed within the time requested.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PHB/dp
Attached

EIVED
29 1955
FILING
-1607
4500

September 8, 1955

Trowbridge Electric Company
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4500, awarded to you by the State Highway Commission on August 11, for traffic signal installations on the Palatine Road-Briarwood Road Section of the Oswego Highway in Clackamas and Multnomah Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

2-1[illegible]
4500

August 15, 1955

Trowbridge Electric Co.
136 N. Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4500 for installation of traffic signals on the Oswego Highway in Clackamas and Multnomah Counties.

This award was based on your bid of $17,580 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
FEB 4 1955
FOR FILING

3-1607
4500

February 3, 1955

Mr. J. A. Minott
612 Portland Trust Building
Portland 4, Oregon

Dear Sir:

This will acknowledge your letter of January 27, citing the traffic situation along the Oswego Highway (ORE43), particularly with regard to the difficulties on the part of traffic entering from the side roads and suggesting as a solution the installation of traffic signals.

The Highway Commission did, at a recent meeting, authorize funds for installation of an interconnected progressive signal system on this stretch of highway. The installation will be made as quickly as detailed plans can be drawn and a contract let.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

FBC:jr 1g

ASSIGNMENT

Date: Jan. 28, 1955 No. 6243 By PHB

Description: Letter 1--27-55 from J. A. Minott, Portland, about traffic conditions on Oswego Highway with regard to entrance roads from various districts.

Acknowledged by____ Referred to CRANDALL ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

Executed 2-3-55 Report Received__________

A. MINOTT
D TRUST BLDG.
D 4, OREGON

27, 1955

RRED TO
Highway Engineer

RECEIVED

the problem I am writing you about comes
nder Multnomah County.

ction between Oswego and Fulton, and is
of which southwest Macadam Road, southwest
in Oswego are all a part.

d that I am writing about are known as
ely dependent upon Riverside Drive, parts
ts, Dunthorpe and Birdshill, all to the
ds used by a great many of the residents
cess to the highway, are southwest Radcliff
itary Road, Greenwood Road and Breyman Ave.
Birdshill.

When traffic is at its heaviest, and people are going to work in the morning, or returning from work between 4:30 P.M. and 6 in the evening, it is getting almost impossible to get in and out of these districts without resorting to long round-about drives, and I was wondering if the possibility of some sort of traffic lights have ever been suggested to the State Highway Commission.

Taking my own area, which is Dunthorpe, if anyone is unfortunate enough to have to shop in Oswego between 4:30 and 6, and tries to get back home by way of Riverside Drive, they have a very dangerous and nerve racking time trying to turn left or west into Dunthorpe; the traffic is steady and fast and no one going south ever gives a break to the person who stops and signals that he wishes to turn left. Going south towards Oswego and Oregon City, just before approaching the Dunthorpe entrance, which consists of southwest Greenwood Road and Breyman Avenue, there is a speed limit sign for 45 miles immediately followed by a sign warning that there is a dangerous intersection ahead. This is a dangerous intersection but 45 miles is a bit too fast a speed to approach this intersection, to my way of thinking.

Due to its rapid growth and advancement I know this State is full of problems such as this and I do not wish to add unnecessarily to yours, but I do hope that sometime soon we might look for some sort of signals to make driving in and out of these districts I have mentioned less hazardous, especially for the housewives who have to do most of the shopping and transporting of little children.

Respectfully,
Joseph A. Minott
J. A. MINOTT

NOTED
F. B. CRANDALL

JAM/vrh

JOSEPH A. MINOTT
612 PORTLAND TRUST BLDG.
PORTLAND 4, OREGON

January 27, 1955

REFERRED TO

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I am not sure whether the problem I am writing you about comes under the Highway Commission or under Multnomah County.

This concerns that section between Oswego and Fulton, and is that portion of State Highway 43 of which southwest Macadam Road, southwest Riverside Drive and State Street in Oswego are all a part.

The districts involved that I am writing about are known as Riverdale, which I think is entirely dependent upon Riverside Drive, parts of Palatine Hill, Abernathy Heights, Dunthorpe and Birdshill, all to the west of Highway 43. The side roads used by a great many of the residents of these districts, which have access to the highway, are southwest Radcliff Road, Riverdale, Carey Lane, Military Road, Greenwood Road and Breyman Ave. in Dunthorpe and Midvale Road for Birdshill.

When traffic is at its heaviest, and people are going to work in the morning, or returning from work between 4:30 P.M. and 6 in the evening, it is getting almost impossible to get in and out of these districts without resorting to long round-about drives, and I was wondering if the possibility of some sort of traffic lights have ever been suggested to the State Highway Commission.

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Respectfully,
Joseph A. Minott
J. A. MINOTT

NOTED
F. B. CRANDALL

JAM/vrh

RECEIVED
D - 1954
FOR FILING

Maint
Traffic
Light - Gen

December 3, 1954

Oregon State Highway Commission

Gentlemen:

For many years we have had protests and complaints from residents along the Oswego Highway relative to inability of traffic to enter and leave important road intersections between the Portland city limits and Oswego. We have made many studies and recently made an extensive survey looking to the possibility of a progressive system of traffic signals. These studies indicate that traffic signals, properly synchronized, should be installed at Riverwood Road, Dunthorpe Avenue, Greenwood Avenue, Military Road, and Palatine Road, and the five installations are estimated to cost $30,000.

The accident record on the Oswego Highway is quite favorable, and the traffic signals will rather tend to increase accidents; in fact, minor accidents will probably increase to some extent. However, the volume of traffic on the highway, now approximately 9,000, has reached such proportions that traffic from the side roads has extreme difficulty in entering the traffic flow, particularly during the morning and evening rush hours. The Oswego Highway is continually increasing in amount of traffic carried, and I believe the time has arrived when we can no longer delay need of an interconnected system of traffic signals; in fact, this condition will eventually lead to a serious increase in major accidents.

This matter will be on the agenda, and I recommend the installation of traffic signals at the five above-described intersections at a cost of $30,000. The signals can be synchronized to afford a through speed of approximately 30 miles per hour. We have sufficient funds in the 1955 betterment program under the item "Traffic Signals," to cover this installation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:
cc Mr. W. W. Stiffler
Mr. F. B. Crandall
Mr. C. H. Maison
WCW:me hi

FORM 230—30M—4-54—74896

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1954

SUBJECT: Investigation of Traffic Hazards
Oswego Highway at Greenwood Avenue

To: R. H. Baldock
State Highway Engineer
Office

NOTED
W. C. WILLIAMS

I am returning herewith your file on the above subject. As a result of Mr. Crandall's discussion with you on October 27th we have investigated the Oswego Highway looking to the possibility of establishing an interconnected progressive system of traffic signals.

Intersection	Total Reported Accidents	Persons Injured	Persons Killed
Briarwood Road	4	1	0
Dunthorpe Avenue	0	0	0
Greenwood Avenue	1	0	0
Military Road	0	0	0
Palatine Road	0	0	0

From the tabulation it is seen that the accident record at these intersections is anything but serious. During 1952 the accident rate on the Portland-Oswego section was 2.66 accidents per million vehicle miles. This also was far below the statewide average.

The attached time space diagram shows possible timing for an interconnected traffic signal system between Briarwood and Palatine Roads. Using a 60-second cycle, it would be possible to develop a progressive speed of approximately 44 MPH over the section. The Briarwood intersection would stop southbound traffic. Using semi-actuated controllers with single wire interconnection, the five intersections would cost $20,000. If we eliminate Briarwood Road, which actually is not in need of signalization in that it is a T-type intersection with very little traffic entering with other than a right turn, the total cost would be reduced to $16,500.

Signalization is probably justified from the point of view of providing side road traffic with an opportunity to enter ORE43. This section of highway carries a traffic volume of approximately 9,000 vehicles per day.

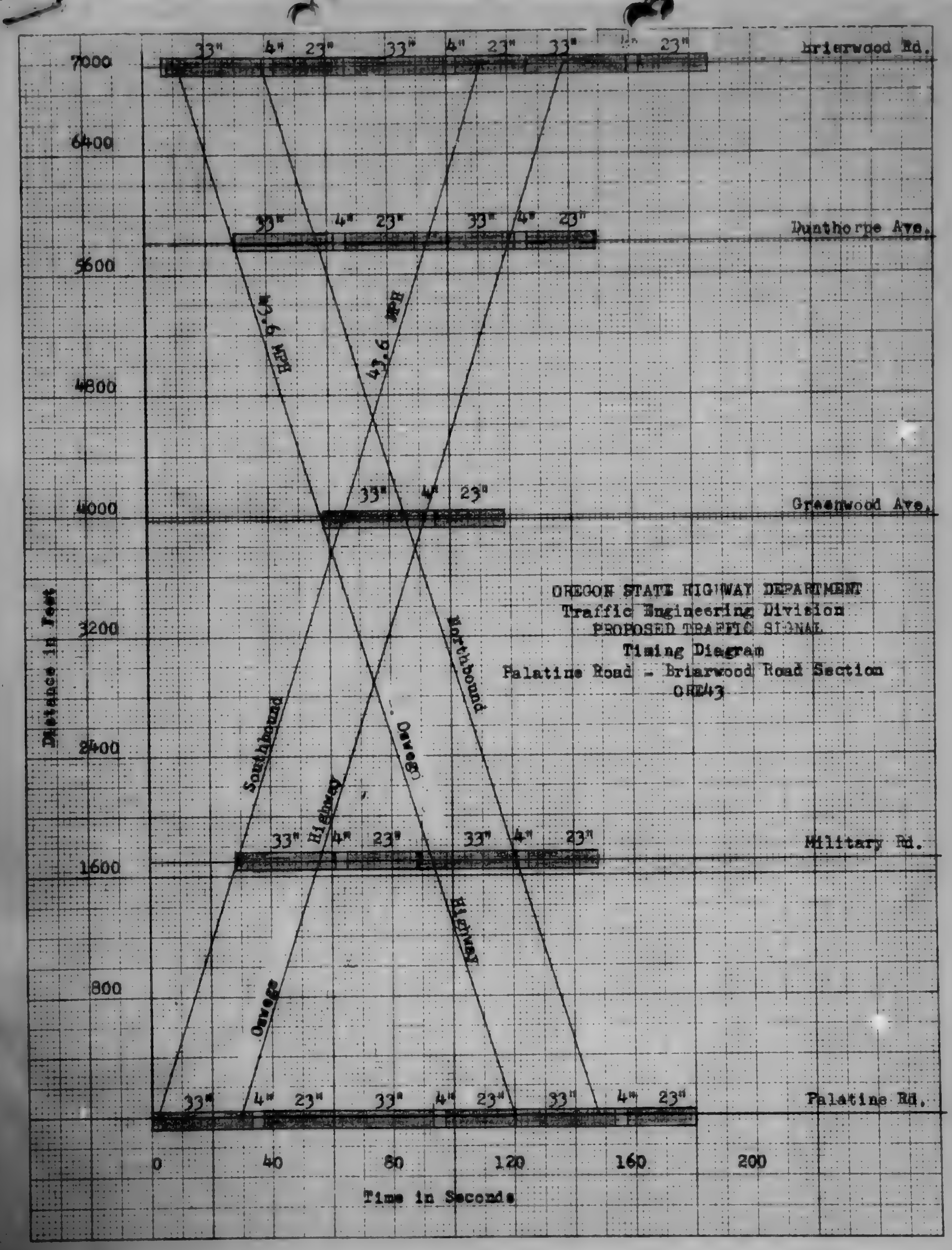
Morning and evening peaks are very high and side road traffic does experience considerable difficulty when attempting to enter the highway. If signals are installed, the present very favorable accident record would increase to a great degree.

J. Al Head

J. Al Head
Assistant Traffic Engineer

JAH:jr
Attachments

cc - W. C. Williams



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
PROPOSED TRAFFIC SIGNAL
Timing Diagram
Palatine Road - Briarwood Road Section
ORE43

RECEIVED
MAR 25 1955
FOR FILING

October 25, 1954

Mrs. J. C. Banks
02403 S. W. Greenwood Road
Portland 1, Oregon

Dear Mrs. Banks:

This will acknowledge receipt of your letter of October 22 directed to the State Highway Commission in which you point out hazards that exist on the Southwest Pacific Highway at its junction with S. W. Greenwood Road and Breyman Avenue.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer, and you will be informed when action has been taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

02403 S.W. Greenwood Rd.
Portland. 1. Ore.
Oct. 22nd 1954.

The State Highway Commission
Salem. Oregon.

ACKNOWLEDGED
H. B. GLAISYER

Dear Sirs.-

As you know there has been considerable agitation from the residents of Dunthorpe for adequate provision for their safety in entering the S.W. Pacific Highway from S.W. Greenwood & Breyman Avenue junction -

So far nothing has been done except that the white line has been extended south twenty feet owing to the efforts of Col. Frank Besson. Army Engineers. & a resident of Dunthorpe - Practically no notice is taken of this precaution by drivers - also a flood light was installed which has helped considerably at night: after the constant stream of traffic has ceased -

enwood Rd.
Ore.
954

from the residents of
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As there is no longer
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weeks!

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invariably on the off

are caused by rash
ying to beat the south-

A good portion of the Dunthorpe residents is the early home owners who came out here for peace and security of living which is now greatly endangered by the enormous increase of traffic passing the Dunthorpe entrance.

In view of the big raise in our taxes I think we are entitled to some consideration and action from the Highway Commission on this matter.

I would appreciate a reply showing this letter has not been "pigeon holed"!

Yours truly,

/s/ Gladys Banks

Mrs. J. C. Banks.

As there is no longer any "courtesy of the road" it would seem that the State Highway Commission should try to in part overcome this failing in the general public by meeting them in safety measures.

Nobody has ever seen a traffic officer out here between the hours of 7.30 - 8 A.M. or 4.30 - 5.15 P.M. except after the last effort to get some action when we saw them a couple of times a week for 3 weeks! -

It is taking one's life in ones hands to get onto the W. Pacific Highway at these hours. If an officer is watching it is invariably in the off rush hours.

A great part of the accidents & near accidents are caused by rash drivers swerving into Breyman Ave from the South trying to beat the South bound & outgoing Greenwood Rd traffic.

A good portion of the Dunthorpe

residents is the early home owners who came out here for peace and security of living which is now greatly endangered by the enormous increase of traffic passing the Dunthorpe entrance –

In view of the big raise in our taxes I think we are entitled to some consideration and action from the Highway Commission on this matter.

I would appreciate a reply showing this letter has not been "pigeon holed"!

Yours truly,
Gladys Banks.

Mrs J. C. Banks.

02403 SW Greenwood Rd.
Portland 1, Ore.
Oct. 22nd, 1954

The State Highway Commission
Salem
Oregon

COPY

Dear Sirs:

As you know there has been considerable agitation from the residents of Dunthorpe for adequate provision for their safety in entering the SW Pacific Highway from SW Greenwood and Breyman Avenue Junction.

So far nothing has been done except that the white line has been extended south twenty feet owing to the efforts of Col. Frank Besson, Army Engineers and a resident of Dunthorpe. Practically no notice is taken of this precaution by drivers - also a flood light was installed which has helped considerably at night after the constant stream of traffic has ceased. As there is no longer any "courtesy of the road", it would seem that the State Highway Commission should try to in part overcome this failing in the general public by meeting them in safety measures.

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It is taking one's life in one's hands to get onto the SW Pacific Highway at those hours. If an officer is watching, it is invariably on the off rush hours.

A great part of the accidents and near accidents are caused by rash drivers swerving into Breyman Avenue from the south trying to beat the southbound and outgoing Greenwood Rd. traffic.

A good portion of the Dunthorpe residents is the early home owners who came out here for peace and security of living which is now greatly endangered by the enormous increase of traffic passing the Dunthorpe entrance.

In view of the big raise in our taxes I think we are entitled to some consideration and action from the Highway Commission on this matter.

I would appreciate a reply showing this letter has not been "pigeon holed"!

Yours truly,

/s/ Gladys Banks

Mrs. J. C. Banks.

6-1491 Davis Slough-Bandon Sec. of 1955
the Oregon Coast Hwy., N. of
#4501 Bandon.

RECEIVED
APR 2 - 1957
FOR FILING

6-1471

4501

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1957

SUBJECT: Contract No. 4501

To:

C. H. Maison
Auditor
Office

Attention: John Herr, Ledger Supervisor

This is to advise you that no engineering costs chargeable to the contractor were incurred after April 30, 1956, on Contract No. 4501, Davis Slough-Bandon Aerial Photography and Topographic Mapping Project in Coos County.

S H Probert
S. H. Probert
Office Engineer

DBP:ia

RECEIVED
APR [illegible] - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 29, 1957

6-1491

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4501	6-Final	Aero Service Corporation

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6855	H-177201	$ 2,167.65	3/29/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Feb. 29, 1956

Time Extensions: to July 31, 1956 (engineering to be assessed)

Completion Date: July 31, 1956

Date Accepted: Feb. 28, 1957

Penalties: An extension of time penalty

Claims: None of record

Remarks:

Date: 3-29-57

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 2 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
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4501

March 15, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4501 for aerial photography and topographic mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County was completed by the contractor, Aero Service Corporation, on July 31, 1956 and was formally accepted by the Highway Commission on February 28, 1957.

Final payment in the amount of $2,167.65 will be paid to the contractor on or after March 25, 1957. The total contract amount is $14,543.54 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
P. E. Fowler, Agent
Equitable Bldg.
Portland, Oregon

NOTED ON CARD
gl

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4501

March 11, 1957

Aero Service Corporation
236 Courtland St.
Philadelphia, Pa.

Gentlemen:

The State Highway Commission on March 1, 1957 had under discussion your request for an extension of time from February 29, 1956 to July 31, 1956 within which to complete your contract No. 4501, for aerial photography and topographic mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County.

The Highway Commission granted your request for an extension of time from February 29, 1956 to July 31, 1956, with the provision that all engineering costs be assessed after April 30, 1956. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

Preston F. Burnett,
Resident Engineer

Tom Edwards,
Construction Engineer

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4501

February 14, 1957

Oregon State Highway Commission

Request for extension of time
No. 13
February 28 and March 1

Gentlemen:

On August 11, 1955, a contract (No. 4501) was awarded to the Aero Service Corporation of Philadelphia for making an aerial survey and topographic map of the Davis Slough-Bandon Section of the Oregon Coast Highway, Coos County. The specified date of completion of this contract was February 29, 1956.

The project was not prosecuted as vigorously as might be expected, with a consequent overrun in time limit, completion being on July 31, 1956.

The contractor has asked for a time extension, citing as his reason: "The necessity of securing additional field control, checking and correction of sheets." A review of the contract indicates that no changes were made by the State and that the contractor was required to do the job in accordance with the specifications as written.

It is my recommendation that the extension be granted, with engineering penalty being assessed after April 30, 1956. The approximate amount of engineering charged to this job after April 30 of 1956 is $796.07. This is not a fixed and liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

FC:me fn

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4571

DAVIS SLOUGH - BANDON SECTION
OREGON COAST HIGHWAY

November 13, 1956

Davis Slough Unit

Grade		$ 406,994
Surface		151,000
Structures		329,000
R/W		3,000
	Total	$ 889,994

Davis Slough-Beaver Lookout

Grade		$1,864,422
Surface		817,000
Structures		20,100
R/W		35,000
	Total	$2,736,522

Beaver Lookout-Bullards Bridge

Grade		$1,252,276
Surface		929,000
Structures		40,500
R/W		30,000
	Total	$2,251,776

Bullards Bridge-Bandon

Grade		$ 234,900
Surface		215,100
R/W		100,000
	Total	$ 550,000

Grand Total

Grade	$3,758,592
Surface	2,112,100
Structures	389,600
R/W	168,000
	$6,428,292

NOTED
FORREST COOPER

DAVIS SLOUGH - BANDON SECTION

Oregon Coast Highway

Original Estimate, July, 1946

Davis Slough-Bullards Bridge	$4,276,000
Add 20% Price Increase	855,200
	$5,131,200
Plus Change from 12½% to 25% Contingencies & Engineering	570,100
	$5,701,300
Bullards Bridge-Bandon	550,000
Total Estimate in July, Using Base Now in Effect	$6,251,300
Present Estimate of Cost	6,428,292
Difference - Generally Due to Reclassification of Est.	$ 176,992

11/13/56

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FOR FILING
6-1491

4501

File

AERO SERVICE CORPORATION
Philadelphia 20, Pa.

C
O
P
Y

October 11, 1956

Oregon State Highway Department
Salem, Oregon

Attn: Mr. R. H. Baldock
State Highway Engineer

Subject: Contract No. 4501

Gentlemen:

A letter in our files dated August 24th, signed by Mr. Oakes, for Mr. Edwards, acknowledges receipt of all computations and film under the above Contract. It would be sincerely appreciated if you would send through Estimate No. 6 so that we may receive final payment under this Contract.

Very truly yours,

AERO SERVICE CORPORATION

/s/ A. E. Buchanan

A. E. Buchanan
Assistant Treasurer

AEB:ja

Original referred
to Tom Edwards

F

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AUG [illegible] 1956
FOR FILING

FORM E-30X—[illegible]—11-55—[illegible]

6-1491

4501

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1956

SUBJECT: Davis Slough-Bandon Section
Aerial Photography & Topographic Mapping
Contract 4501

To:

Mr. C. H. Maison
Auditor

Office

We have received from the Aero Service Corporation all the materials specified for delivery to us under the subject-named contract. The field is now engaged in making up the final estimate, based on a mutually agreeable classification of photography between "A" and "B". Upon receipt of this final estimate and processing through Mr. Probert's office, we should proceed with final payment to Aero Service Corporation.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

cc - Forrest Cooper ✓
S. H. Probert
F. D. Morgan

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OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 23 1956
FOR FILING

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 22, 1956

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Some time ago you wrote to me recommending that a considerable section of the Davis Slough-Bandon Section be 4-laned in order to provide better passing distance, principally between sections where climbing lanes are to be constructed.

A tentative review of the job indicates that it will probably follow the classic pattern and overrun the preliminary cost estimates. Therefore, please design the job on the basis of standard climbing lanes only and if finances are available the additional widening can be added at a later date.

Forrest Cooper
Construction Engineer

FC:ep

cc - Mr. W. C. Williams

RECEIVED
MAY 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—10M—10-55

1491

O EGON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 19, 1956

Section Davis Slough - Bandon

Kind of work Aerial Survey and Topog Mapping

Highway Oregon Coast

Section prefix 6-1491

Contractor Aero Service Corp.

Contract number 4501

Date of contract August 11, 1955

Date of completion February 29, 1956

Date work started August 28, 1955

Estimated date of completion May 31, 1956

Project authorization $ 19,779.75

Exclusive of Engineering $ 15,373.19

Per cent of time elapsed 112 %

Estimated cost of completed project, exclusive of engineering $ 15,373.19

Estimated per cent overrun or underrun 00 %

Per cent of contract completed, based on total contract price 95 %

Engineering authorization $5,406.52

Engineering cost to date $6,050.00, 112 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Nothing has been done on this project during this week in this office. This will be the last report on this project until further progress, delivery of corrected sheets, etc by contractor.

FILED

NOTED

NOTED
L. H. Young

NOTED
V. D. WOLFE

NOTED
R. B. A[illegible]

Signed P. F. Burnett Res. Engr.

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING PHOTOS	SURFACING MAPPING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	24	10 Class A 3 Class B			
Miles partially completed	24	10 3			
Miles completed	23.83	10 3			
Total estimated quantities (contract)	23.83	10.6 3	MAPPING AREAS SUBJECT TO CHANGE PENDING/ DECISION ON CLASS "A" & CLASS "B" MAPPING AREAS		
Total quantities corrected to date	23.83	10.6 3			
Estimated quantities moved or placed to date	23.83	10.0 3			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	FAIR ALL WEEK		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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4551

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17th, 1956

SUBJECT: Davis Slough-Bandon Section

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

NOTED
W. C. WILLIAMS

In reply to your letter of April 5th, 1956 re plans for interchanges at the northerly end of the Davis Slough-Bandon Section, I go along with your thinking that Plan #1 should be adopted. I am fairly familiar with the unstable soil conditions in that area and realize that the construction of fills of any height is virtually impossible.

I have one suggestion to make and that is that the northbound connecting curve be flattened from a 10 to an 8 or even 7, preferably the latter if this does not involve construction in a questionable area. The throw at the P.I. for a 7-degree curve is only about 80 feet more than a 10 and as this would be a fairly high speed connection, we should work towards the flattest curve consistent with stability.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
APR 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1956
FOR FILIN
6-1411
4501

CORPORATION IN THE WORLD

Cable, AERCORP
Telephone, MICHIGAN 4-8500
4-0350

AERO SERVICE CORPORATION
Photogrammetric Engineers
210 EAST COURTLAND STREET
PHILADELPHIA 20, PA.

March 6, 1956

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock:

We have at hand your letter of February 27 in reference to our aerial survey work at the Davis Slough-Bandon project in Oregon, your contract #4501.

Shipment of map sheets has been as follows:

Sheet #	Delivery Date
1 & 2	December 15, 1955
3 & 4	December 23, 1955
5 thru 20	January 12, 1956
21 thru 25	February 21, 1956
26 thru 31	February 24, 1956
32 thru 40	March 2, 1956

The following is the schedule for the balance of map sheets due you:

Sheet #	Delivery Date
41 thru 50	March 9, 1956
51 thru 63	March 15, 1956

We regret that the final delivery of the map sheets is running 15 or 16 days later than the date established in the contract and we appreciate the tightness of the schedule that confronts you in connection with location, staking, right-of-way and so on, to permit the letting of a construction contract in the fall. The delay in our delivery is directly due to the extremely unfavorable weather which delayed the progress of our field survey parties. We understand that over 22" of rain fell in the area during the month of December which is more than double the amount recorded for the previous year.

TOPOGRAPHIC MAPS · PLANIMETRIC MAPS · PRECISE AERIAL MOSAICS · AIRBORNE MAGNETOMETER SURVEYS · RELIEF MODELS · COLOR PHOTOGRAPHY

NOTED
L. H. Young

This heavy rainfall plus unprecedented high winds definitely slowed down the progress of our field operations. There were other minor causes of delays which can be discussed.

We are greatly concerned over your dissatisfaction with the progress of the contract to date. I am asking Mr. A. O. Quinn, Chief of Engineering and Field Surveys, to fly out to Oregon to discuss with you ways and means of completing the balance of the work called for under the contract to your satisfaction. I am also asking Mr. Dando to join in the meeting between you and Mr. Quinn in Salem.

In defense of Mr. Dando, I would point out that he has faithfully and energetically transmitted to us all of your recommendations and any blame for his inability to give satisfactory statements should be heaped on our heads here.

I believe that this meeting will be fruitful in helping us meet your problem, and I shall anxiously await the reports resulting from the meeting.

Cordially yours,

AERO SERVICE CORPORATION

Charles M. Hodell

Charles M. Hodell
Vice President

CMH:nl

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[illegible]
4501

February 27, 1956

AIR MAIL

Aero Service Corporation
Photogrammetric Engineers
210 East Courtland Street
Philadelphia 20, Pennsylvania

Gentlemen:

On August 11, 1955 a contract was let to you for aerial survey work on the Davis Slough-Bandon project in Oregon, our contract #4501. The completion date stated in the contract is February 29, 1956.

A review of the progress of this work to date indicates that it is far from satisfactory. Our completion date of February 29, 1956 is critical to us in that we must start field surveys using the maps and other data to be supplied by you. It is quite obvious at the present time that you will not be able to meet this schedule. Discussions with your western representative, Mr. E. E. Dando, brought forth no satisfactory statements of your intentions, and nothing has been done to speed up the prosecution of the work.

On December 6, 1955, we received a letter from you over the signature of E. W. Moore, Jr. from which I quote:

> "1. As of this writing we fully anticipate that the first 10 per cent of the topo sheets will be delivered by January 1, 1956.
>
> 2. Fifty per cent of the sheets will be delivered by January 15, 1956.
>
> 3. One hundred per cent of the sheets or completion of the job should be delivered by February 15, 1956.

As you realize, the February 15 date for final delivery is approximately two weeks prior to the final date called for in the contract, and we are fully expecting as of this time to meet the above outlined schedule."

The schedule set up in your letter has not been met, nor have you given any explanation or requested an extension of the contract. Further, we have not been able to get anything definite from your western representative, Mr. Dando, as he seems quite evasive when we attempt to discuss the matter with him.

Will you please advise us as to your intentions, giving us a schedule that you intend to meet so that we may make our plans accordingly. This matter is of extreme importance to the State Highway Department, and your failure to meet your time schedule will seriously interfere with our plans. In establishing the February 29 completion date, we had planned to make our location projection from aerial maps in order to have the same ready for staking in the field during the spring and summer months, so that right-of-way descriptions could be prepared promptly in order that property be acquired and a contract let for construction in the fall of 1956. It is requested that you extend every effort to meet the completion date and advise us by return mail as to what schedule you can make.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

FC:
WCW:me fn

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FEB 2[illegible] 1956

FOR FILING

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4501

W. G. [illegible]

February 24, 1956

Mr. Frank Burnett
Resident Engineer, Oregon Highway Dept.
Room 204 Post Office Building
North Bend, Oregon

RE: Aerial Photography and Topographic
Mapping, Contract No. 4501

Dear Mr. Burnett:

Since our meeting last week and my subsequent visit to Salem, I have had several telephone discussions with our home office regarding the delivery schedule of the map sheets, and the schedule for the profile checks.

I must apologize for the erroneous information forwarded to me by telegram on the delivery schedule of the first 25 sheets. In checking, I find it should have been the first 20 sheets.

Philadelphia has forwarded to me the following schedule for the delivery of the balance of the map sheets:

Sheets	Shipping Date from Philadelphia
21 through 30	February 24, 1956
31 " 40	March 2, 1956
41 " 50	March 9, 1956
Balance,	March 15, 1956

Shipment will be made by air mail from Philadelphia to Salem, so there should be an additional four or five days elapsed time before you receive them.

We are unable at this time to estimate a realistic schedule for the profile checks. There remains the problem to be solved as to the length of time these profile checks will take, depending on the area, the weather, the methods of checking and the extent of the profile lines. I talked with Mr. Walter Wright this morning, then with Philadelphia, regarding the urgency of completing these profiles by April 1st so that you can start your location surveys. It seems advisable to send in additional field personnel to accomplish this, and Philadelphia will advise me within the next few days.

NOTED
W. T. WRIGHT

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FEB 2[illegible] 1956
FOR FILING

6-1491
4501

W. C. [illegible]

February 24, 1956

Mr. Frank Burnett
Resident Engineer, Oregon Highway Dept.
Room 204 Post Office Building
North Bend, Oregon

RE: Aerial Photography and Topographic
Mapping, Contract No. 4501

Dear Mr. Burnett:

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NOTED
W. T. WRIGHT

Mr. Wright informed me that a letter was being sent to Philadelphia regarding the urgency of accomplishing the field checks in the desired time.

To conform with the Oregon State Highway Commission regulations, I have attached five copies of form E-320 for "Requesting for Extension of Time".

Until I am advised further regarding the additional field parties, I am unable to establish a final date for the field checks. Therefore, these forms only cover the delivery of the final map sheets from Philadelphia to Salem. As soon as information is received, I shall send an additional set of forms to cover the field schedule.

Several months ago we were optomistic regarding final delivery of these map sheets, but with the exceptionally unfavorable weather experienced, among other factors, our field schedule fell behind.

If we can speed up our field checking schedule through additional field personnel, we trust that your office will feel that our field crews have been diligent in this difficult survey, considering the weather conditions and the initial setbacks we had through the placement of sub-surface references for the first 24 monuments, the unfortunate timing of the delivery of reference stakes and brass caps, and the initial problem of getting permission to enter private lands for the ground survey. Every effort will be made to expedite the completion of the field checking and these map sheets. We are all hoping that the remainder of the time we shall not experience weather such as we had last December and January, and for the past five or six days.

If there are any further suggestions, or if there are any coordinated measures between the Oregon Highway Department and our field crews which should be discussed, please let me know so that we can expedite action.

Yours very truly,

AERO SERVICE CORPORATION

Eion E. Dando
Western Manager

EED:m
Enc.

FORM E-129 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

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FOR FILING

6-1491

4501

January 24, 1956

Aero Service Corporation
210 East Courtland Street
Philadelphia 20, Pennsylvania

NOTED
W. C. WILLIAMS

ATTENTION: Mr. E. W. Moore, Jr.

Gentlemen:

Re: Job No. 5298, Davis Slough-Bandon

Mr. Burnett, Resident Engineer on the project for this department reports that he has been, to date, unable to turn over to your field representatives for check profiles any of the 20 sheets now on hand.

Since check profiles may indicate the necessity of redrafting some of the sheets, we do not desire to wait for delivery of all sheets before commencing check profile work. Such a procedure would unduly extend the completion of the project, should any significant amount of changes be necessary.

Will you please arrange to have test profile work started soon, and so co-ordinated to production and delivery of the remaining sheets that all test profiles will be complete within ten days of final sheet delivery to us.

Very truly yours,

Forrest Cooper
Construction Engineer

By Walter T. Wright
Walter T. Wright
Chief Locating Engineer

WTW:dt

cc - Mr. W. C. Williams

RECEIVED
JAN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 13 1956
FOR FILING

Cust
Surveys
Recon.

Class of Service
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA126 PA348 (13).

P LLK333 PD=WUX PHILADELPHIA PENN 12 355PME=
W C WILLIAMS, DEPUTY STATE HIGHWAY ENGINEER=
OREGON STATE HIGHWAY DEPT SALEM ORG=

REURTEL 16 SHEETS SHIPPED YESTERDAY VIA AIREX GIVING YOU APPROXIMATELY 50 PER CENT OF TOTAL BY JAN 15. WE ANTICIPATE JOB COMPLETION BY FEB 29 PER CONTRACT. FIELD WORK DIFFICULTIES HAS CAUSED SOME DELAY=

E W MOORE AERO SERVICE CORP=

NOTED
W. C. WILLIAMS

NOTED
L. H. Young

NOTED
W. T. WRIGHT

PLEASE RETURN TO
W. C. WILLIAMS

16 50 15 29=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

file

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			OREGON STATE HIGHWAY DEPARTMENT	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JANUARY 12, 1956

MR. E. W. MOORE, JR.
AERO SERVICE CORPORATION
213 E. COURTLAND STREET
PHILADELPHIA 20, PENNSYLVANIA

REFERENCE JOB #5298. ONLY FOUR SHEETS DELIVERED TO DATE. NONE RECEIVED PAST TWO WEEKS. PROGRESS REPORT SHOWS BOTH HORIZONTAL AND VERTICAL CONTROL ONLY 40 PER CENT COMPLETE. PLEASE ADVISE CAUSE OF DELAY AND EFFECT IT WILL HAVE ON ANTICIPATED SHEET DELIVERIES PER YOUR LETTER DECEMBER 6.

W. C. WILLIAMS
DEPUTY STATE HIGHWAY ENGINEER

cc Cooper

I attach a rough draft of a telegram which I would recommend should go out over Mr. Williams's signature.

Walter T. Wright
Walter T. Wright
Chief Locating Engineer

WTW:dt

Encl.

cc - Mr. W. C. Williams

I concur in Wright's recommendation.

Lotz.

FORM E-30X—87,800—2-55—92987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1956

SUBJECT: Davis Slough-Bandon

To: Mr. L. H. Young
Assistant Construction Engineer

OFFICE

I have become concerned over the failure of Aero Service Corp. to deliver any aerial topog map sheets during the past two weeks. According to their anticipated delivery schedule, we should have received by now a total of 15 sheets. Only 4 (of approximately 50) have been received.

Their progress up to the past month has been satisfactory, but the last progress report I saw indicated they had struck a snag in control work north of Beaver Lookout. I can see no reason why production cannot be completed on the south 40% of the job, or should be even interrupted.

I attach a rough draft of a telegram which I would recommend should go out over Mr. Williams's signature.

Walter T. Wright
Walter T. Wright
Chief Locating Engineer

WTW:dt

Encl.

cc - Mr. W. C. Williams

I concur in Wright's recommendation.
LHY.

OLDEST FLYING CORPORATION IN THE WORLD

Cable, AERCORP
Telephone, MICHIGAN 4-8500
4-0350

AERO SERVICE CORPORATION
Photogrammetric Engineers
210 EAST COURTLAND STREET
PHILADELPHIA 20, PA.

December 6, 1955
Job #5398

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Walter T. Wright, Assistant Chief Locating Engineer

Dear Sir:

Reference is made to your letter of December 1st to our Mr. A. C. Quinn which has been referred to me for answer.

Your above referenced letter reached me after writing you yesterday when I stated that our first delivery would be made on or about December 16. We will now endeavor to answer your specific questions in order:

1. As of this writing we fully anticipate that the first 10 percent of the topo sheets will be delivered by January 1, 1956.
2. Fifty percent of the sheets will be delivered by January 15, 1956.
3. One hundred percent of the sheets or completion of the job should be delivered by February 15, 1956.

(approx 5 she
(WTW.
(approx 25 she

As you realize, the February 15 date for final delivery is approximately two weeks prior to the final date called for in the contract, and we are fully expecting as of this time to meet the above outlined schedule. I trust that you will find this information in order, and if you should have any further questions please feel free to contact us.

Very truly yours,

AERO SERVICE CORPORATION

E. W. Moore Jr.

E. W. Moore, Jr.

EWMjr/mlb

RECEIVED
DEC 9 1955
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
DEC
STATE H

TOPOGRAPHIC MAPS · PLANIMETRIC MAPS · PRECISE AERIAL MOSAICS · AIRBORNE MAGNETOMETER SURVEYS · RELIEF MODELS · COLOR PHOTOGRAPHY

CEIVED
EC 30 1955
FOR FILING

6-1491

4501

NOTED
State Highway Engineer

Prospectus for Davis Slough-Bandon Location

The following prospectus covers the location of the Davis Slough-Bandon Section of the Oregon Coast Highway. The northerly terminus of this section will be at M.P. 262 of the Oregon Coast Highway, which is approximately 0.4 mile northerly of Davis Slough. The southerly end of the project will be approximately at M.P. 293.7 of the Oregon Coast Highway, which is about one mile south of the south city limits of the town of Bandon.

The proposed route is approximately 18 miles in length with an indicated savings of approximately 11.46 miles in length, 3,057 degrees of central angle and with an increase of 78 feet in rise and fall. The route leaves the Oregon Coast Highway at Davis Slough, follows Davis Slough for approximately 3 miles climbing to the ridge lying between Davis Slough and South Slough and following along the ridge to a point near the Beaver Hill Lookout, thence southwesterly across the Seven Mile Creek drainage to Bullard Bridge and thence southerly through the easterly portion of the city of Bandon. Bandon is the only town contacted by the route with preliminary study indicating that a direct route southerly from Bullard Bridge will by-pass the business district approximately one-half mile to the east but is still within the city limits.

The following connections are proposed: An interchange type facility at northerly terminus, a connection of suitable type and capacity at or near Beaver Hill Lookout to provide service to the Chrome road, a connection with the existing Oregon Coast Highway in the easterly portion of Bandon and a connection with the existing Oregon Coast Highway approximately one mile southerly of Bandon. The southerly connection will be of a temporary nature and will be of minimum design since it is probable that future reconstruction of the Oregon Coast Highway will continue directly southerly on new line from the southerly city limits of Bandon.

In addition to the foregoing, connections to existing County Roads in the Seven Mile-Bullards Bridge area must be made as well as connection to County Roads immediately south of Bullard Bridge.

Total rise and fall along the new route is approximately 1900 feet. The maximum grade will be 6% with the maximum degree of curvature, 10°.

The general route was approved by the Chief Engineer based upon reconnaissance made by Frank Waller in 1936 and revised by Walter T. Wright in 1954.

An economic analysis was made by the Traffic Division. 1954 average daily traffic on the existing route is approximately 4,000 vehicles at Davis Slough, 10,000 at Coquille, 2,100 at Riverton, 2,800 at the crossings of new and old facilities in Bandon and 2,400 at the southerly terminus of the new facilities.

Anticipated diversion to the new facility is 1200 vehicles at this time; or not to exceed 2500 ADT projected to 1975.

Projected traffic volumes and study have, as indicated, been made by the Traffic Division.

This is to be an Expressway type facility.

The roadbed will be designed with two (2) 11-foot lanes and 8-foot shoulders.

Climbing lanes, 11 feet in width, will be required on approximately five (5) miles of the route.

Tentative base design calls for 17 inches minimum surfacing base plus wear over 18 inches of selected subgrade reinforcement. This is subject to revision since soils reconnaissance has not been made. It will be undertaken immediately upon establishment of a projected location line. Special studies of drainage will be required.

Interchange locations where the new facility leaves the old road northerly of Davis Slough will require one structure at this point. The interchange will be a direct flow type. There are no railroads intersecting.

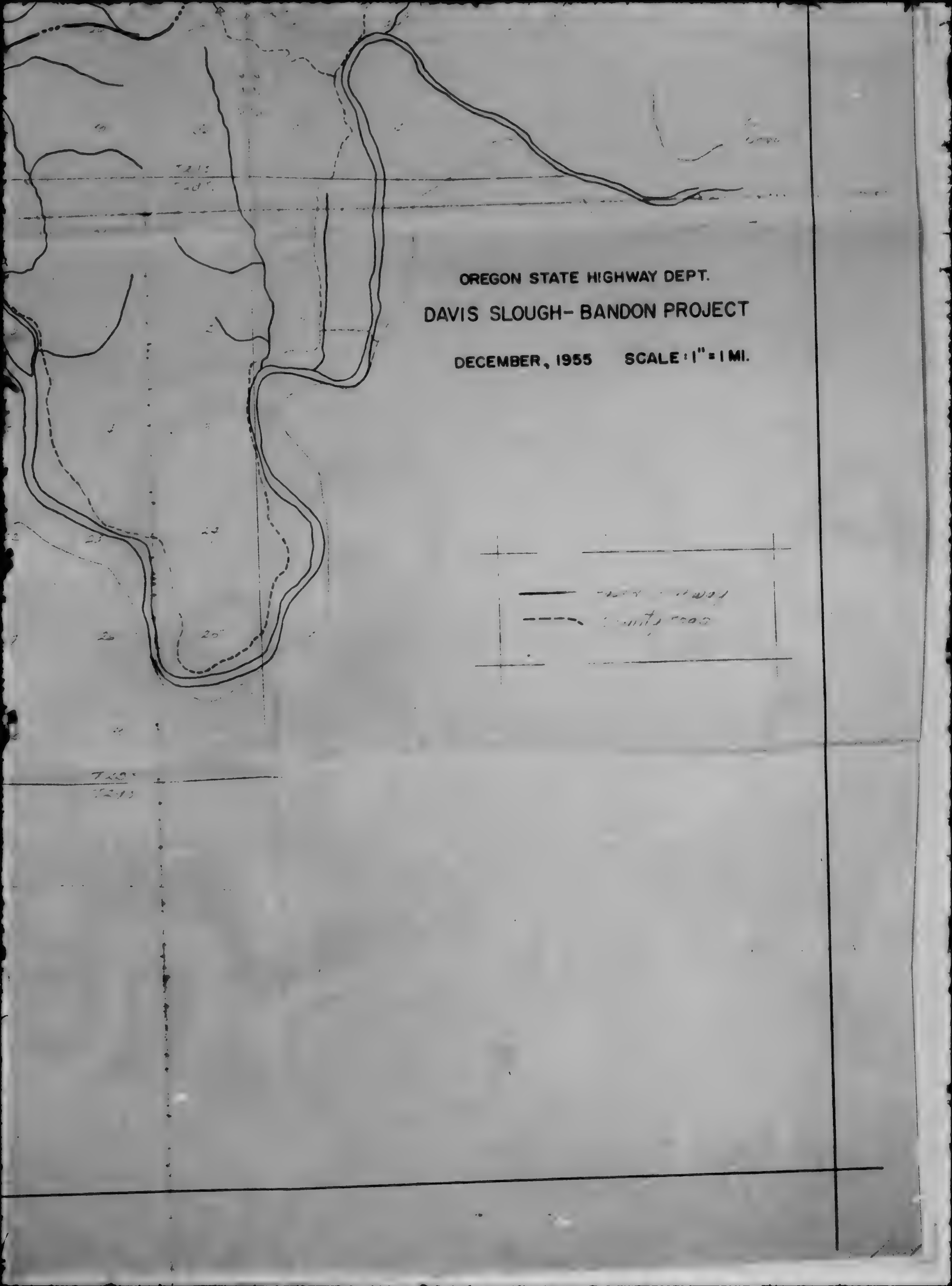
Major stream crossings consist of Davis Slough and Seven Mile Creek. The necessary crossing of the Coquille River has recently been completed.

The prospective material sources are gravels from Umpqua and Coquille Rivers.

The existing facility must be retained as a State Highway since it serves the city of Coquille and will connect the new facility to the Coos Bay-Roseburg Highway.

cc - Mr. R. H. Baldock ✓
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. J. W. Cattrall
Mr. C. H. Armstrong
Mr. R. L. Porter
Mr. Ray Webber
Mr. P. M. Stephenson
Mr. P. F. Burnett

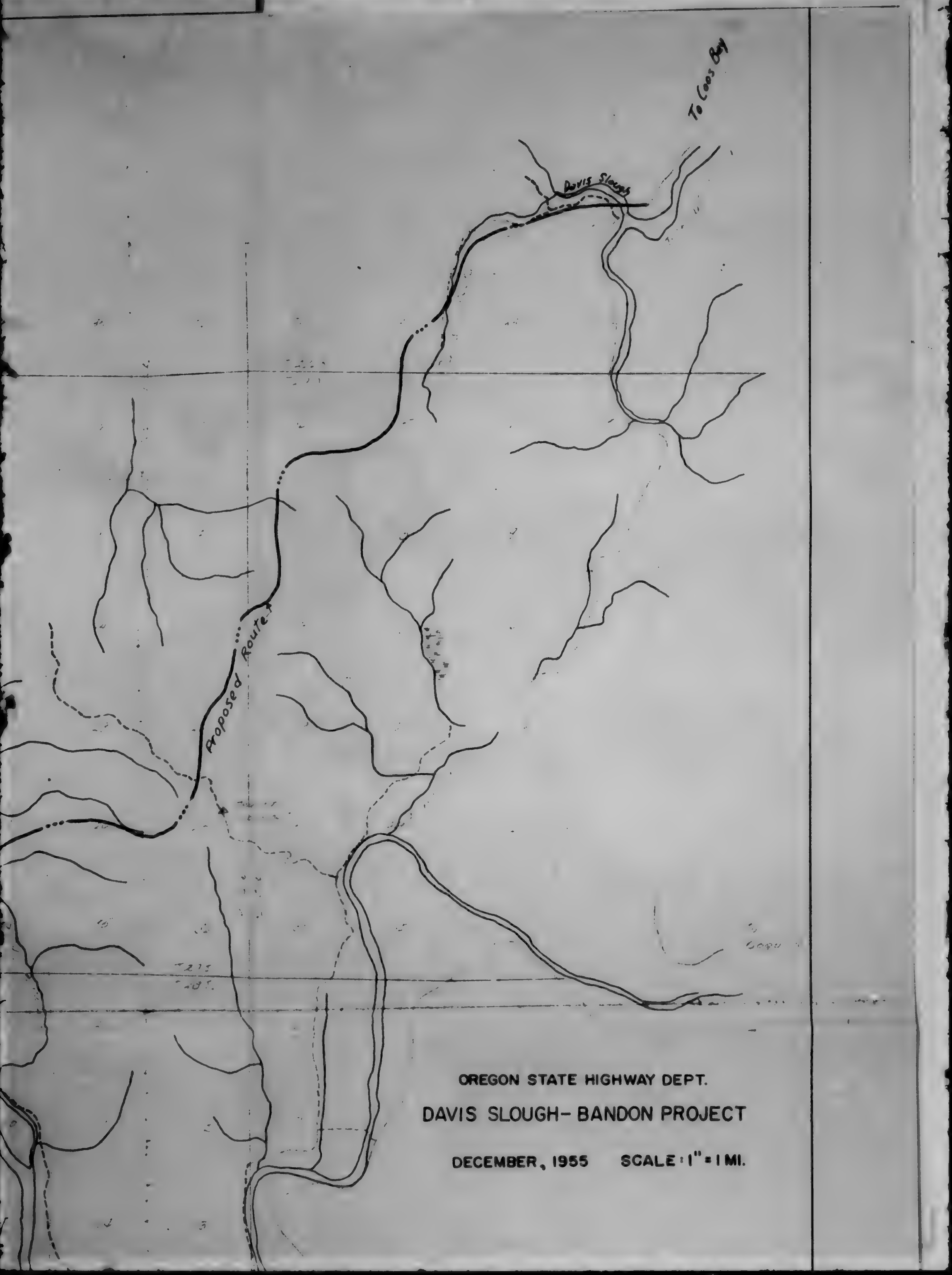
12-19-55
dt



OREGON STATE HIGHWAY DEPT.

DAVIS SLOUGH- BANDON PROJECT

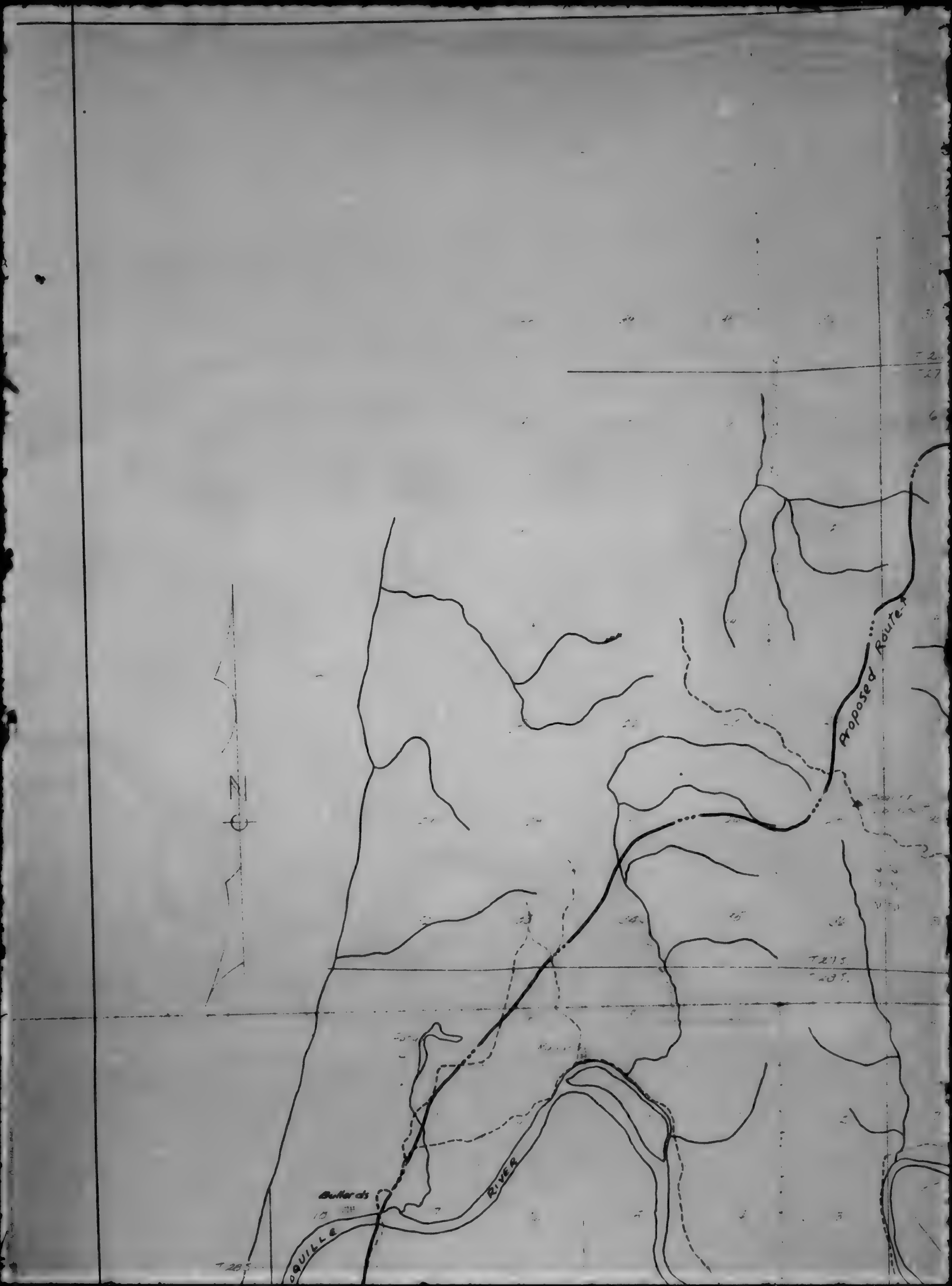
DECEMBER, 1955 SCALE: 1" = 1 MI.

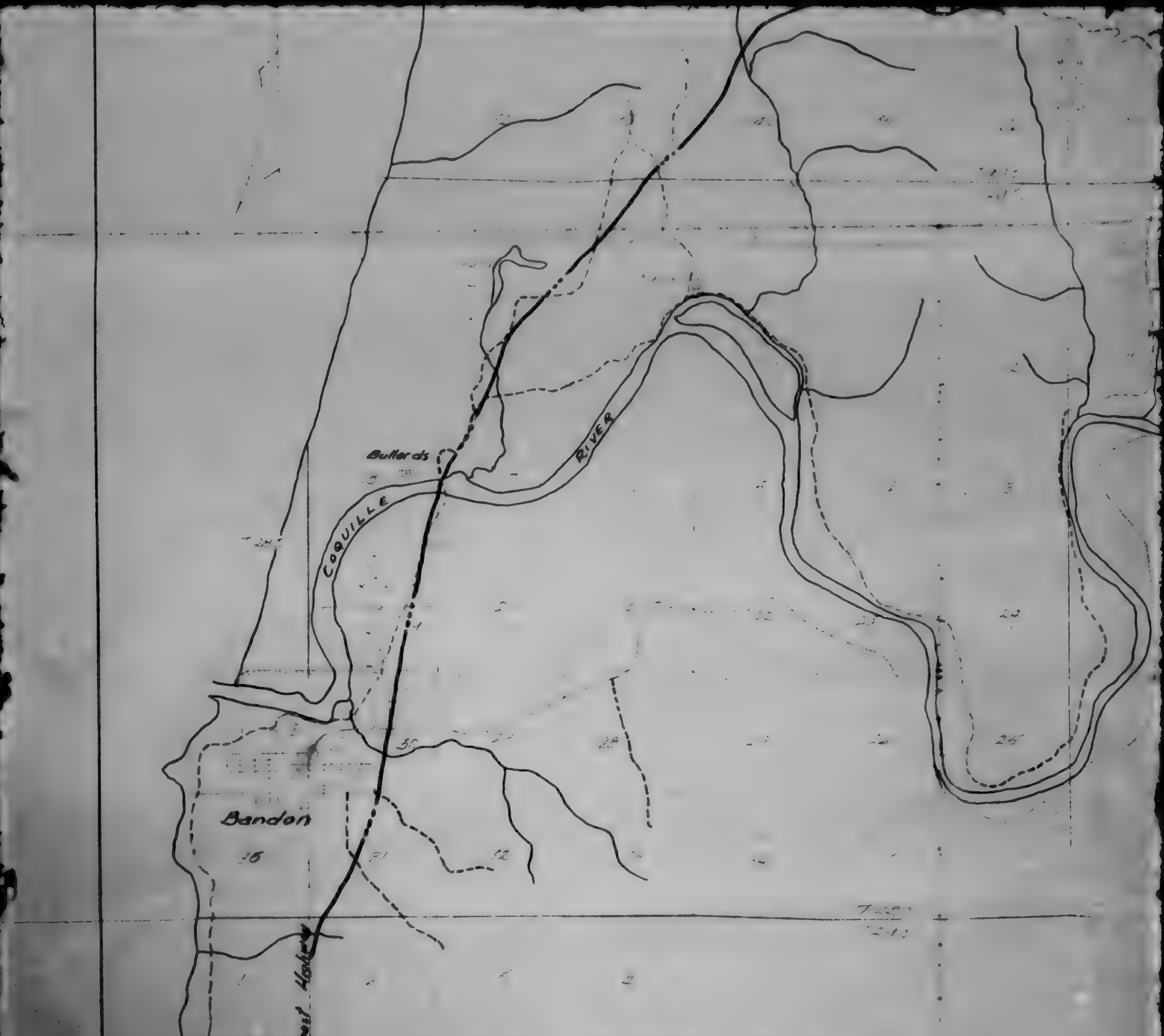


OREGON STATE HIGHWAY DEPT.

DAVIS SLOUGH- BANDON PROJECT

DECEMBER, 1955 SCALE: 1" = 1 MI.


N
Proposed Route
T 27 S.
T 28 S.
Bullards
QUILLE
RIVER
T 28 S


Bullards
COQUILLE RIVER
Bandon
Oregon Coast Highway

RECEIVED
1955

8

PROGRESS REPORT

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

PERIOD 12/2/55 TO 12/9/55

CONTRACTOR Aero Service Corp.

PERCENT COMPLETED							DELIVERY
PHOTOGRAPHY	H.CONTROL	V.CONTROL	R.C. PLOT	MANUSCRIPT ASSEMBLY	KELSH	DRAFTING	
100	80	80	40		40		

A E Quinn

RECEIVED
OCT [illegible] 1955
FOR FILING

4501

file

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	X

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 13, 1955

AERO SERVICE CORPORATION
210 EAST COURTLAND STREET
PHILADELPHIA, PENNSYLVANIA

RE TELEPHONE CALL PERTAINING TO MONUMENTS ON CONTRACT 4501, DAVIS SLOUGH-BANDON, ADVISE THAT MONUMENTS MEETING USC&GS STANDARDS MAY BE USED INCLUDING SETTING OF SUCH MONUMENTS IN ROCK OUTCROPPINGS OR LARGE BOULDERS ACCORDING TO SAID USC&GS STANDARDS.

W. C. WILLIAMS
DEPUTY STATE HIGHWAY ENGINEER

(Copy sent to Ly Smith)

RECEIVED
SEP 16 1955
FOR FILING

6-1491
4501

September 15, 1955

Aero Service Corporation
236 E. Courtland St.
Philadelphia, Pa.

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4501 which was awarded to you August 11, 1955, by the State Highway Commission, covering Aerial Photography and Topographic Mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

FORM E-123 90M REVISED 2-51

RECEIVED
SEP 13 1955
FOR FILING

6-1491

4501

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 6, 1955

Mr. E. E. Dando
Western Manager
Aero Service Corporation
68 Post Street
Room 420
San Francisco 4, California

Dear Sir:

Since our telephone conversation of August 11, we have had no further word from any member of your organization concerning the Davis Slough-Bandon project. We are wondering if any work has been done on the project to date. The month of September is normally a good month on that section of the Oregon Coast and might be the last reasonably good weather of the year for photography. The completion of the project within specified time limits is of vital importance to us. Would you advise us when you propose to commence work on the project.

Since your production center is located in Salt Lake City and inspections of the project by our personnel will be very difficult, we would greatly appreciate receiving a periodic report of progress from your organization as the job is worked up. Such a report should cover briefly such features as personnel and equipment deployed to the project, progress attained to report date, and estimated date of completion. A report at two-week intervals would suffice.

Very truly yours,

Walter T. Wright

Walter T. Wright
Assistant Chief Locating Engineer

WTW:dt

cc- Mr. W. C. Williams
Mr. Forrest Cooper

W. C. Williams

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

FX-1201

SYMBOLS

DL=Day Letter

NL=Night Letter

LT=Int'l Letter Telegram

VLT=Int'l Victory Ltr.

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA025 PA0

P LLR1 PD=WUX PHILADELPHIA PENN 9 914AME=

WALTER T WRIGHT, ASST CHIEF LOCATING ENGINEER
OREGON STATE HIGHWAY DEPT=SALEM ORG=

AERIAL PHOTOGRAPHY COMPLETED AND CHECKED FOR DAVIS SLOUGH BANDON PROJECT WILL ARRANGE PROGRESS REPORTING AS REQUESTED=

AERO SERVICE CORP=

NOTED
W. C. WILLIAMS

NOTED
W. T. WRIGHT

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 15 1955
FOR FILING

4501

August 15, 1955

Aero Service Corporation
210 E. Courtland Street
Philadelphia, Pennsylvania

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4501 for aerial photography and topographic mapping on the Davis Slough-Bandon Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $14,582 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Aero Service Corporation
68 Post, Room 420
San Francisco, California

Attention: E. E. Dando

H. G. Smith
S. H. Probert
R. G. Savage, SIAC

IN-78(27) Myrtle Creek-Canyonville 1955
Structures on Pacific Hwy.
#4502

IN-78(27) Myrtle Creek-Canyonville 1955
Structures on Pacific Hwy.
#4502

RECEIVED
APR 29 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4502	16 Post-Final	Hamilton and Thoma	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8810	H-179165	$ 288.00	4/25/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: None

Completion Date: Oct. 5, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record.

Claims: None of record.

Remarks:

Date: Apr. 26, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
lm

Warrant Mailed: 4-26-57
Ruth Rawlings

RECEIVED
[illegible]
FOR FILING

IN-78 (27)

4502

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4502	15-Final	Hamilton and Thoms	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27900	H-169021	$ 29,597.78	12/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: None

Completion Date: Oct. 5, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-28-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 28 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
NOV 30 1956
FOR FILING
IN-78 (27)
4502

November 30, 1956

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4502 covering construction of a bridge and overcrossing on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Hamilton & Thoms, on October 5, 1956 and was accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $29,597.78 will be released to the contractor on or after December 10, 1956. The total contract amount is $428,388.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
SEP 7 1955
FOR FILING

IN - 78(31)
4502

6

September 6, 1955

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4502, which was awarded to you on August 11 by the State Highway Commission, for constructing the Fords Bridge and Yokum Road Overcrossing on the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

b

RECEIVED
AUG 13 1955
FOR FILING

IN-78(27)

4502

August 17, 1955

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County a fully executed copy of a throughway agreement between the State Highway Commission and Douglas County covering the Fords Bridge Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
AUG 19 1955
FOR FILING

In-78(27)

4502

file

Salem, Oregon
August 17, 1955

5958

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and
AGREEMENTS No. 1662

Dear Mr. Cattrall:

Attached is a conformed copy of a throughway agreement with Douglas County covering the Fords Bridge Unit of the Myrtle Creek-Canyonville Section of the Pacific Highway in Douglas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Douglas County.

Very truly yours

Secretary

rn
Attach: 1

FORM E-90 25M 9-51 82816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1955

SUBJECT: Assignment #5988

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a throughway agreement covering the Fords Bridge Unit of the Myrtle Creek-Canyonville Section of the pacific Highway in Douglas County. Two copies of the agreement have been signed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This completes Assignment No. 5988.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
AUG 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids are to be opened for this project on 8-11-55

Secretary

ASSIGNMENT

Date: **August 3, 1955** No. **5988** By **WCW**

Description: **Letter of July 28 by Mxxxxx Mr. McAdams attaching ten copies of throughway agreement with Douglas County on the Fords Bridge Unit of the Myrtle x Creek-Canyonville Section of the Pacific Highway**

Acknowledged by_____ Referred to **Cattrall**

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **For execution by County, if ok. (You already have two copies).**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8 4 55 Report Received__________

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

, Oregon
28, 1955

SUBJECT: Agreement to be entered into with Douglas County--Fords Bridge Unit of Myrtle Creek-Canyonville Section of Pacific Highway

PLEASE RETURN TO
W. C. WILLIAMS

quest of July 18, 1955 are ten
reement.

copies of the agreement have
ly have County and City Relations
s that are required.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams, Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEMcA:MH
Encls.

RECEIVED
AUG 3 - 1955
ENGINEER
C[illegible] RELATIONS

FORM 830—80M—4-54—74306

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT: Agreement to be entered into with Douglas County--Fords Bridge Unit of Myrtle Creek-Canyonville Section of Pacific Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Attached hereto per your request of July 18, 1955 are ten copies of the above referenced agreement.

You will note that only two copies of the agreement have exhibits attached. Will you kindly have County and City Relations attach whatever additional exhibits that are required.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEMcA:MH
Encls.

RECEIVED
AUG 3 - 1955
ENGINEER
C[illegible] RELATIONS

RECEIVED
AUG 15 1955
FOR FILING

[illegible]
4502

8

August 15, 1955

Hamilton & Thorp
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4502 for construction of Myrtle Creek-Canyonville Structures on the Pacific Highway in Douglas County.

This award was based on your bid of $406,161.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

File

RECEIVED
AUG 17 1955
FOR FILING
OREGON DISTRICT

IN 78 (27)
4502

B

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4502 for Oregon Project IN-78(27), Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway, to Hamilton and Thoms of Eugene, Oregon, low bidder in the amount of $406,161.50 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1955
FOR FILING

IN-78(27)
4582

August 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In accordance with the suggestions made by your Washington office and quoted in your letter of July 6, the deceleration lanes for exit ramps on the Ford Bridge Section, Project IN-78(27), have been lengthened to 400 feet and radii for exit curves on some of the heavier traveled exit ramps have been increased from 50' to 100'.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

July 6, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Oregon Program Addition, Item No. 5, Project IN-78(27), Fords Bridge Section of the Pacific Highway, 1954 Act Federal-aid Interstate Highway Program dated May 27, 1955, was approved June 17, 1955. The following is quoted for your information from Deputy Commissioner A. C. Clark's memorandum regarding this project:

> "We note that the plans for the bridge approaches incorporate speed change lanes that provide for the speed of about 50 m.p.h. and a turning roadway design speed of about 15 m.p.h. Traffic turning from the through roadways seldom makes full use of the deceleration lanes. With restricted radii on the exits, the turning traffic probably will begin to slow down while still in the through traffic lanes. This will reduce the capacity of the main facility and could also result in rear end collisions. It would be desirable to provide larger radii on the entrance and exit ramps."

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

In [illegible] deceleration lanes [illegible] on the exits [illegible] radii, and the [illegible] 50' [illegible]

RECEIVED
JUL 7 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1955
FOR FILING

IN-78(27)
4502

08-35

July 28, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change relative to Item 5, Project IN-78(27), Federal-aid Interstate Highway Program, was approved effective July 22, 1955. The total cost will now show $782,000, federal funds $540,000, State funds $242,000, mileage 1.37, and character of proposed work grade and drain, one bridge and one overcrossing (length 688 ft.).

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Prahart

RECEIVED
JUL 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1955
FOR FILING

OREGON DISTRICT
IN-78(27)
1-512

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project IN-78(27), Fords Bridge Unit, Myrtle Creek-Canyonville Section of the Pacific Highway. This is to authorize your advertising.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 5 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1955
FOR FILING

08-35

July 27, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 103, Project BFI-78(28), Oregon Federal-aid Primary Highway Program (Bond-Financed) was approved for the Commissioner of Public Roads by Acting Deputy Commissioner E. B. Christensen effective July 19, 1955.

Approval is given in accordance with the provisions of Section 5 of the Federal-aid Highway Act of 1950.

This item will appear on the program as follows:

Item	103
County	Douglas
Project	BFI-78(28)
Federal Route	3
State Route	1 (US 99)
Termini	North crossing of South Umpqua River (Roseburg) to Myrtle Creek (all of Projects UI-78(16), BFI-78(18), BFI-78(19), BFI-78(23) and IN-78(25).
Construction Cost:	
Total Cost	$106,000
Federal Funds	$ 64,000
State Funds	$ 42,000
Other Funds	- - -
Length	15.68 miles
Character of Proposed Work:	Guard rail and sight posts at intermittent points.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 28 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr Prahart

RECEIVED
JUL 11 1955
FOR FILING

IN-78(27)
4502

July 6, 1955

NOT
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Oregon Program Addition, Item No. 5, Project IN-78(27), Fords Bridge Section of the Pacific Highway, 1954 Act Federal-aid Interstate Highway Program dated May 27, 1955, was approved June 17, 1955. The following is quoted for your information from Deputy Commissioner A. C. Clark's memorandum regarding this project:

> "We note that the plans for the bridge approaches incorporate speed change lanes that provide for the speed of about 50 m.p.h. and a turning roadway design speed of about 15 m.p.h. Traffic turning from the through roadways seldom makes full use of the deceleration lanes. With restricted radii on the exits, the turning traffic probably will begin to slow down while still in the through traffic lanes. This will reduce the capacity of the main facility and could also result in rear end collisions. It would be desirable to provide larger radii on the entrance and exit ramps."

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr. Prahert

RECEIVED
JUL 7 1955
OREGON
STATE HIGHWAY COMMISSION

12-3251 Austin Sand Storage Shed 1955

#4503

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4503 [illegible]	3-Final	Gilbert Roberts

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25348	B-138741	$ 1,923.68	12/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: **June 30, 1956**

Time Extensions: **None**

Completion Date: **Nov. 4, 1955**

Date Accepted: **Dec. 19, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-23-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23

Ruth Rawling

RECEIVED
DEC 15 1955
FOR FILING

file

12-3251
4503

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

December 14, 1955

NOTED
FLOYD QUERY

Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Gilbert Roberts - Bond#12-1640-55
Austin Sand Shed, Grant Co. - Contract #4503

Gentlemen:

We have your letter of December 13, 1955 in relation to Gilbert Roberts completion of his contract with the Oregon State Highway department in the construction of the Austin Sand Shed in Grant County.

We do not know of any reason this final payment should not be made to the contractor.

Thank you for your letter.

Sincerely yours,

George H Mayes
George H. Mayes, Supt.
Fidelity and Surety Dept.

GHM:hd

RECEIVED
DEC 15 1955
STATE H[illegible] COMMISSION

RECEIVED
DEC 13 1955
FOR FILING

12-2351
4[illegible]

December 13, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4503 for constructing the Austin Sand Shed in Grant County was completed by the contractor, Gilbert Roberts, on November 4, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,923.62 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,379.62 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

H

RECEIVED
SEP 7 1955
FOR FILING

12 3251
4503

5

September 6, 1955

Gilbert Roberts, Contractor
Route 4, Box 419
Hood River, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4503, which was awarded to you by the State Highway Commission on August 11, for constructing the Austin Sand Storage Shed in Grant County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

12-3351
4503

August 15, 1955

Mr. Gilbert Roberts
Route 4, Box 419
Hood River, Oregon

Dear Sir:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4503 for construction of a sand storage shed at Austin in Grant County.

This award was based on your bid of $12,800 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

pm

cc: H. G. Smith
S. N. Probert
R. G. Savage, SIAC
F. M. Stephenson

RECEIVED
AUG 19 1955
FOR FILING
FORM E-20X—20,000—10-54—78464

W W Stiffler

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 15, 1955

SUBJECT: Sand Shed and Residence at
Austin Maintenance Station

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 10, 1955, transmitting a letter dated June 8, 1955, written by J. Malcolm Loring, Forest Supervisor of John Day, relative to our proposed sand shed and residence at Austin Maintenance Station. We regret that our plans do not receive the approval of the Forest Service officials. We had scheduled the letting of these structures at the June 30 letting and as a result of the disapproval, will have to remove them from the advertisement which is being written today. This delay will, undoubtedly, be serious inasmuch as the construction season at Austin is limited to summer and early fall.

The Austin Maintenance Station is primarily a winter snow plowing and sanding station located stratigically to afford quick response to day or night calls for either snow plowing or sanding on Dixie Mountain.

In snow stations we have found that a compact arrangement of buildings is advantageous. In snow storms, plows are needed on the highway and little time can be spared to plow out extensive access roads to residences or sand shed. Sanding should never be held up by the need to plow out an extra access road.

At Austin we prefer our proposed location of the sand shed for several reasons: It is close to maintenance shed and the highway; it would utilize the same highway access and approach road; the approach road is fairly level and the highway approach provides the best sight distance possible. This location will permit the most efficient sanding operation possible and not require special snow plowing to keep access open. Other considerations also are favorable to this location: The sand shed is a timber structure and in summer becomes a fire hazard. At this location it is constantly under observation and will be close to water hydrants in case of fire.

For employee access during winter snow, we prefer the inner loop driveway and believe this is the best long range plan for developing this Headquarters. A snow plow with one short loop will be able to plow out access to each of the existing and the one proposed residence. Such trailer houses as are required may also be located on this loop road to provide them the same access. The interior of the loop can be put in lawn for summer play area. Each residence can have privacy and garden area behind the house as desired. A 50 foot timber screen area

NOTED
W. W. STIFFLER

parallel with the highway was planned to separate the entire site from highway noise and view, except through the gate.

We do not anticipate much more expansion at this headquarters in the next twenty years. The permanent housing should not exceed the summer crew needs. Winter expansion can be housed in house trailers which are becoming more modern and comfortable each year.

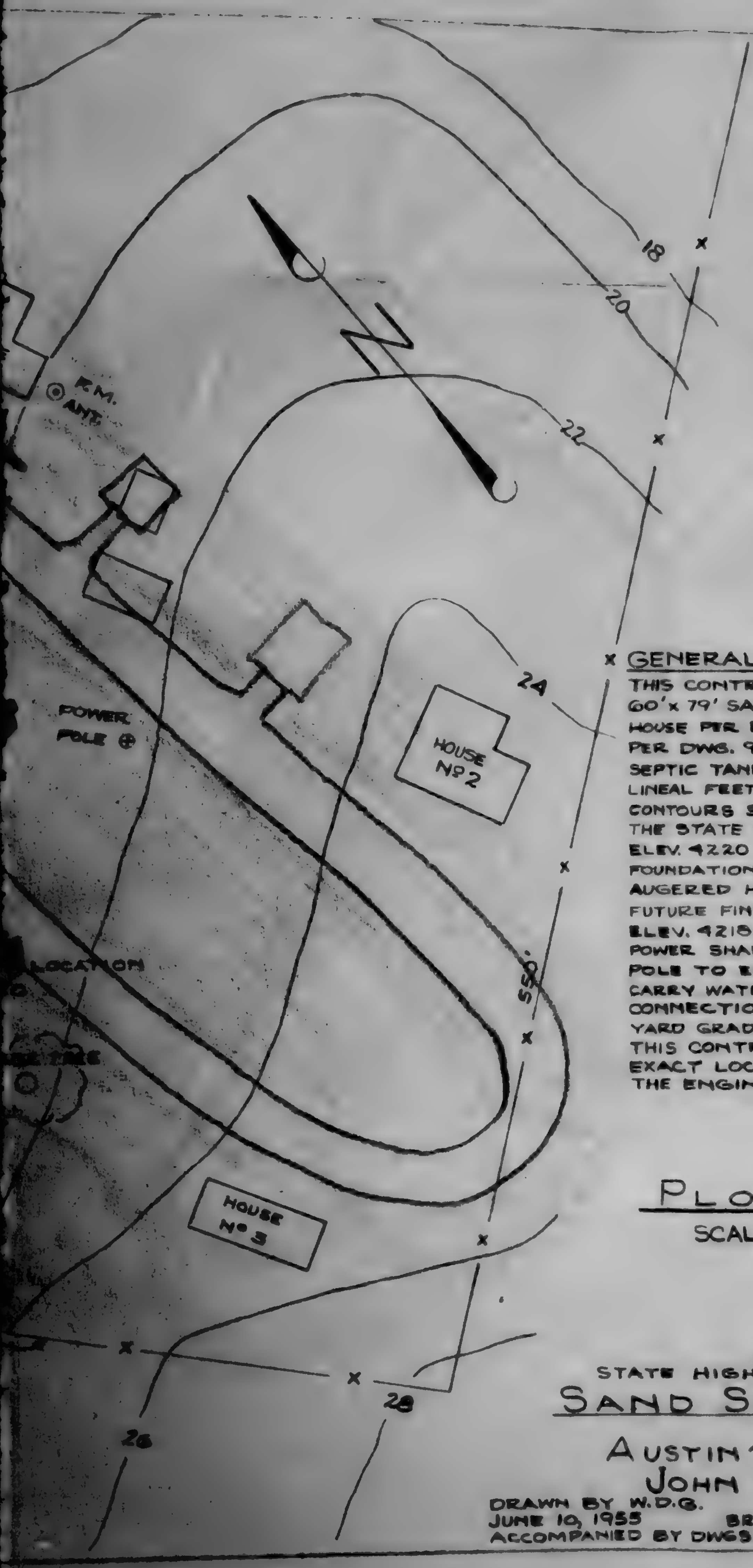
We have no objection to the enlarging of the use permit area to keep other development at a reasonable distance and to afford room for stock sites, plant set up, equipment, and material storage. Should you wish, you may prepare an application to the Forest Service for this permit at this time.

We attach two sets of plans. Please contact Forest Service officials and explain our preference, our proposed location of sand shed and residence, and our plan for developing an inner loop access road, and the development of a timber screen across the front of our site as we discussed it on our visit to Austin and as shown roughly on the attached set of plans.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Encls.



APPROVED:

BRIDGE ENGINEER

ASST. STATE HIGHWAY ENGINEER

STATE HIGHWAY ENGINEER

GENERAL NOTES:

THIS CONTRACT CONSISTS OF CONSTRUCTION OF A 60'x 79' SAND SHED PER DWG. 9881, AN EMPLOYEE'S HOUSE PER DWGS. 12089-90-91, AND A SEPTIC TANK PER DWG. 9807.

SEPTIC TANK SHALL BE SIZE "B" WITH FIELD OF 120 LINEAL FEET OF 18" DISPOSAL TRENCH.

CONTOURS SHOW EXISTING GROUND.

THE STATE WILL GRADE SAND SHED FLOOR LEVEL TO ELEV. 4220 AFTER CONSTRUCTION IS COMPLETE.

FOUNDATIONS ARE TO BE TREATED PILING SET IN AUGERED HOLES.

FUTURE FINISH GRADE FOR HOUSE SHALL BE ELEV. 4218.75.

POWER SHALL BE CARRIED INTO HOUSE FROM POWER POLE TO ENTRANCE CABINET.

CARRY WATER PIPE 4'0" OUTSIDE OF HOUSE FOR CONNECTION THERETO BY OTHERS.

YARD GRADING AND SURFACING NOT INCLUDED IN THIS CONTRACT.

EXACT LOCATION TO BE STAKED ON JOB BY THE ENGINEER.

PLOT PLAN

SCALE 1"=50'0"

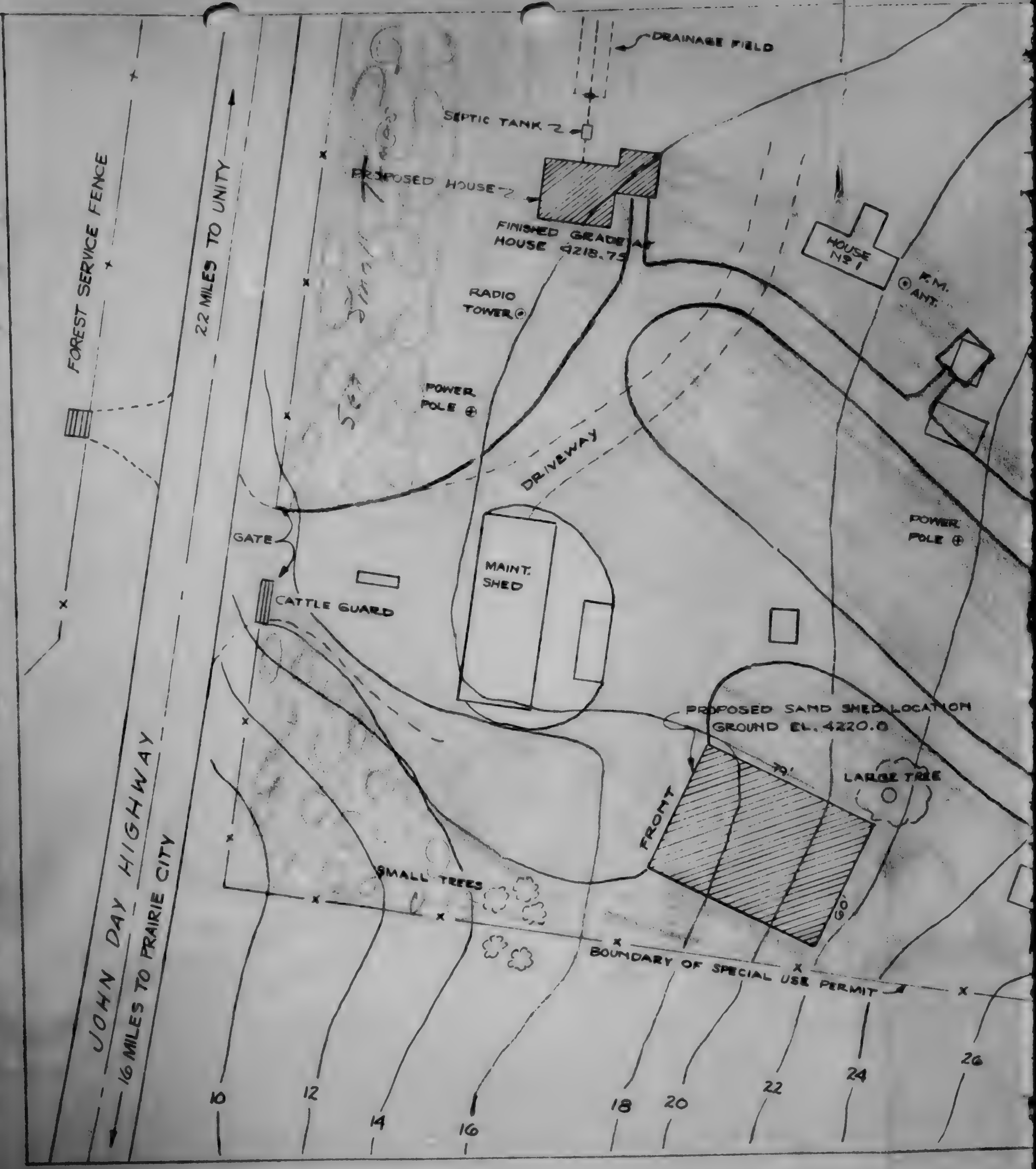
OREGON
STATE HIGHWAY COMMISSION

SAND SHED AND HOUSE

AT

AUSTIN ~ GRANT COUNTY
JOHN DAY HIGHWAY

DRAWN BY W.D.G. SHEET 1 OF 6
JUNE 10, 1955 BRIDGE NO. 1554A DRAWING NO. S-227
ACCOMPANIED BY DWGS. 9807, 9881, 12089-90-91


DRAINAGE FIELD
SEPTIC TANK
PROPOSED HOUSE
FINISHED GRADE AT HOUSE 4218.75
HOUSE Nº1
F.M. ANT.
RADIO TOWER
POWER POLE
DRIVEWAY
POWER POLE
FOREST SERVICE FENCE
22 MILES TO UNITY
GATE
CATTLE GUARD
MAINT. SHED
PROPOSED SAND SHED LOCATION
GROUND EL. 4220.0
70'
LARGE TREE
FRONT
60'
SMALL TREES
BOUNDARY OF SPECIAL USE PERMIT
JOHN DAY HIGHWAY
16 MILES TO PRAIRIE CITY
10
12
14
16
18
20
22
24
26

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
MALHEUR NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

JOHN DAY OREGON

June 8, 1955

U
USES - Malheur
Oregon State Highway Commission
Gravel Pile Site, 9-2-41
Residence, 11-22-26, ammended 12-22-48

Mr. A. F. Parsons
State Highway Commission
La Grande, Oregon

Dear Mr. Parsons:

Recently a request was made by local Oregon State Highway Commission men concerning the additions of a residence and a sand shed at the Austin Highway Maintenance Station.

Ranger Alex Smith from our Blue Mt. Ranger Station and your local men Hiatt and Coffee agreed upon a location acceptable to all (colored green "A" on attached map). Later an engineer from your Salem office recommended a different location for the sand shed (colored violet "B" on attached map).

We understand the proposed sand shed would be similar to the shed near La Grande which is a large structure measuring approximately 78' x 60' x 30' high.

Ranger Alex Smith would much prefer the sand shed be constructed on the "A" location for the following reasons:

1. Development of this Special Use area should consider future needs. We should take advantage of the opportunity to separate the residence area from the operating area.
2. The proposed shed will be very conspicuous from the highway if located in the "B" area unless screened by costly artificial means. The "A" area has sufficient natural screening.
3. No additional costs for snow removal would be necessary for the "A" location since that is the present site of the sanding pile and the road is kept open to the residences.

NOTED
I. A. DeFRANCE

RECEIVED
JUN 10 1955
DIVISION OFFICE
LA GRANDE

1905 1955

4. The "A" area is level and can be used as is, while the "B" area would need cut and fill work and other site preparation.

We feel Ranger Smith's points are well taken and our recommendations would be in favor of Site "A" for the reasons listed above.

Except for approval of residence locations, we can prepare and issue the Special Use Permit from this office to your Division. Will you please check with your Salem engineer and see if location "A" would be satisfactory?

May we hear from you soon?

Very truly yours,

J. Malcolm Loring
J. MALCOLM LORING
Forest Supervisor

Attachment

RECEIVED
MAY 23 1955
FOR FILING

FORM 530—50M—10-54—79488
[illegible]
4503

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1955

SUBJECT: Austin Sand Shed

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
OFFICE

Dear Sir:

Herewith are sketches showing proposed location of Sand Shed budgeted this year for construction at Austin.

It is proposed to construct a standard heavy snow load type 60' x 79' sand shed with a rated capacity of 1,690 cubic yards. Creosote piles can be used augered in rather than driven. The back should be closed as shown on drawing 10221. The heavy snow load roof is shown on Drawing 9881. The earth ramp should be constructed by State forces. We will want flood lights, but suggest they be installed by State forces, also. Our estimate of cost is: 4,740 sq.ft. at $1.80 per sq.ft. $8,532

$12\frac{1}{2}\%$	1,068
Total	$9,600

The Budget item is $10,000 which will leave $400.00 to cover earth ramp and flood lights.

Mr. Parson states that he has received tentative approval of this construction from local Forest Service officials. When plans are completed, we will submit copies to them through Mr. Parson for final approval.

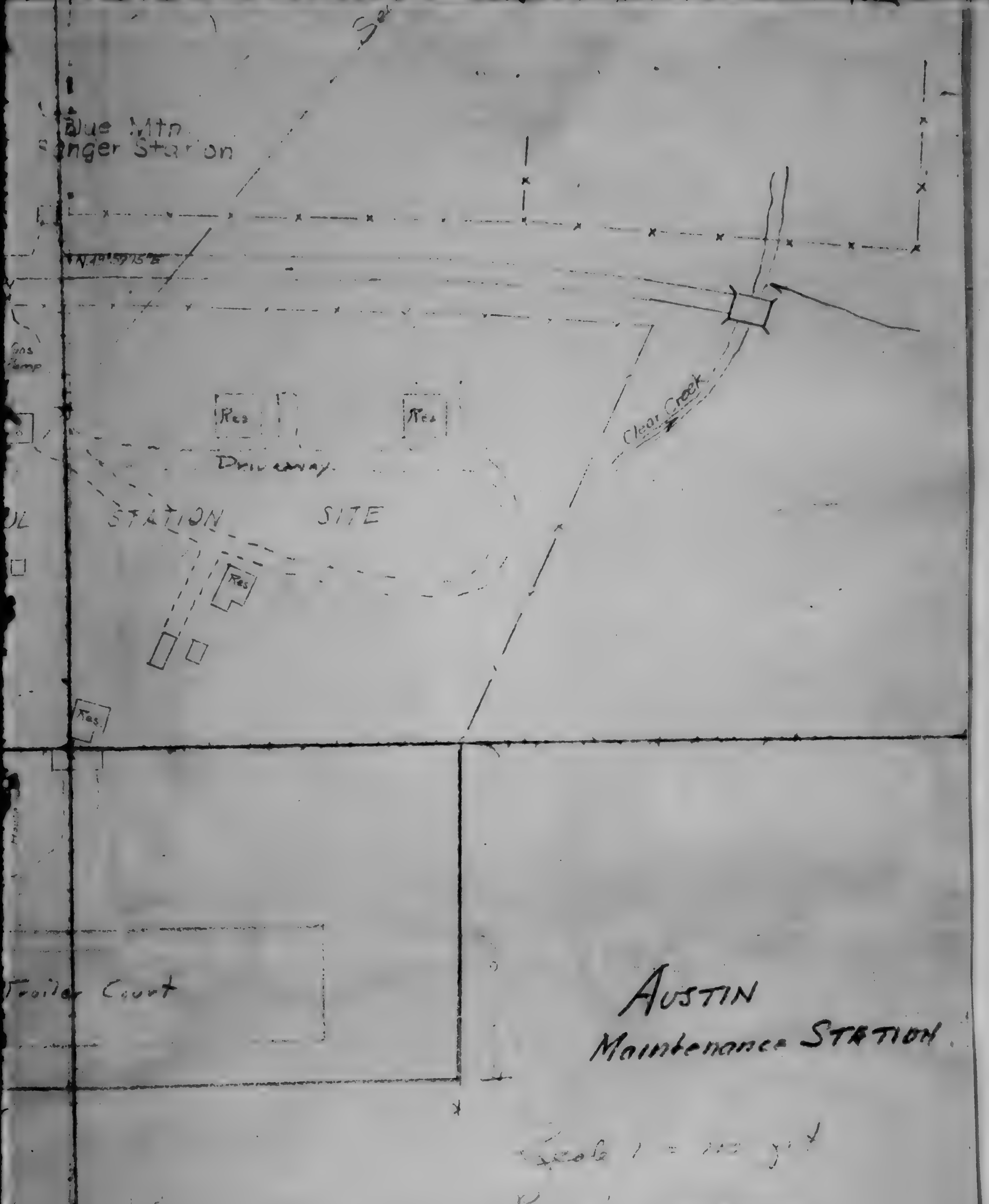
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:reb
Encl.

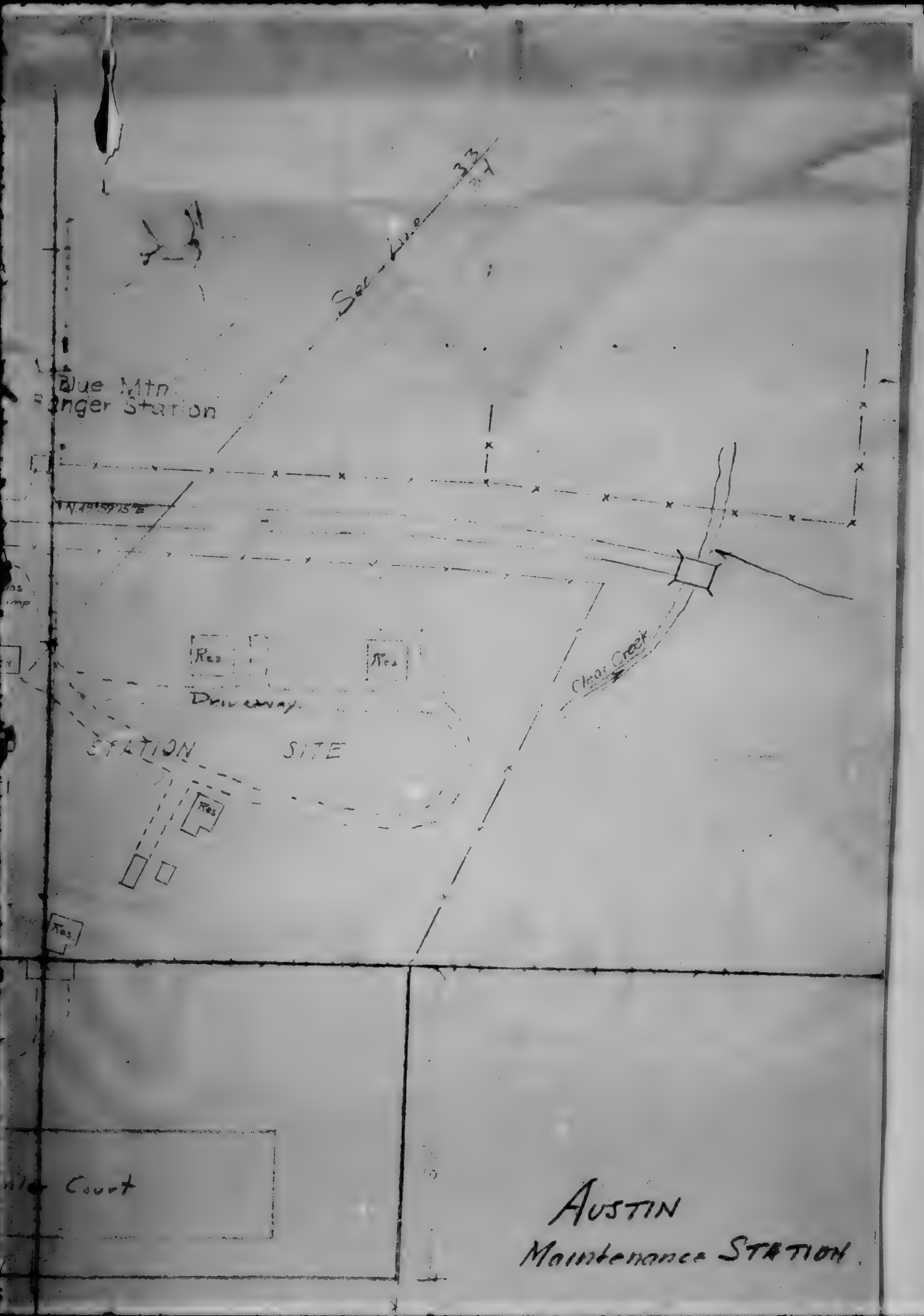
APPROVED 5-20-55
W W Stiffler
Assistant State Highway Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

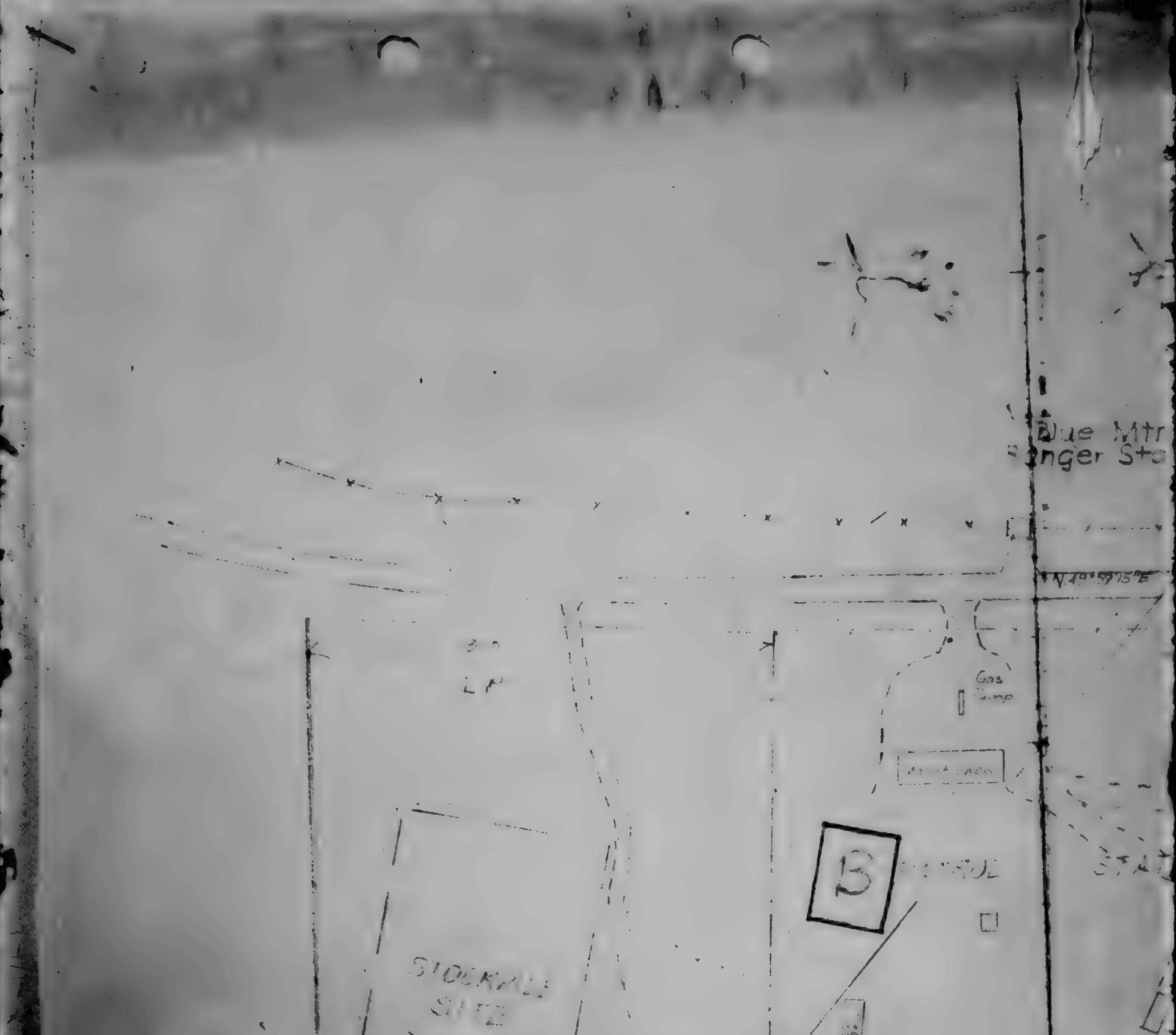


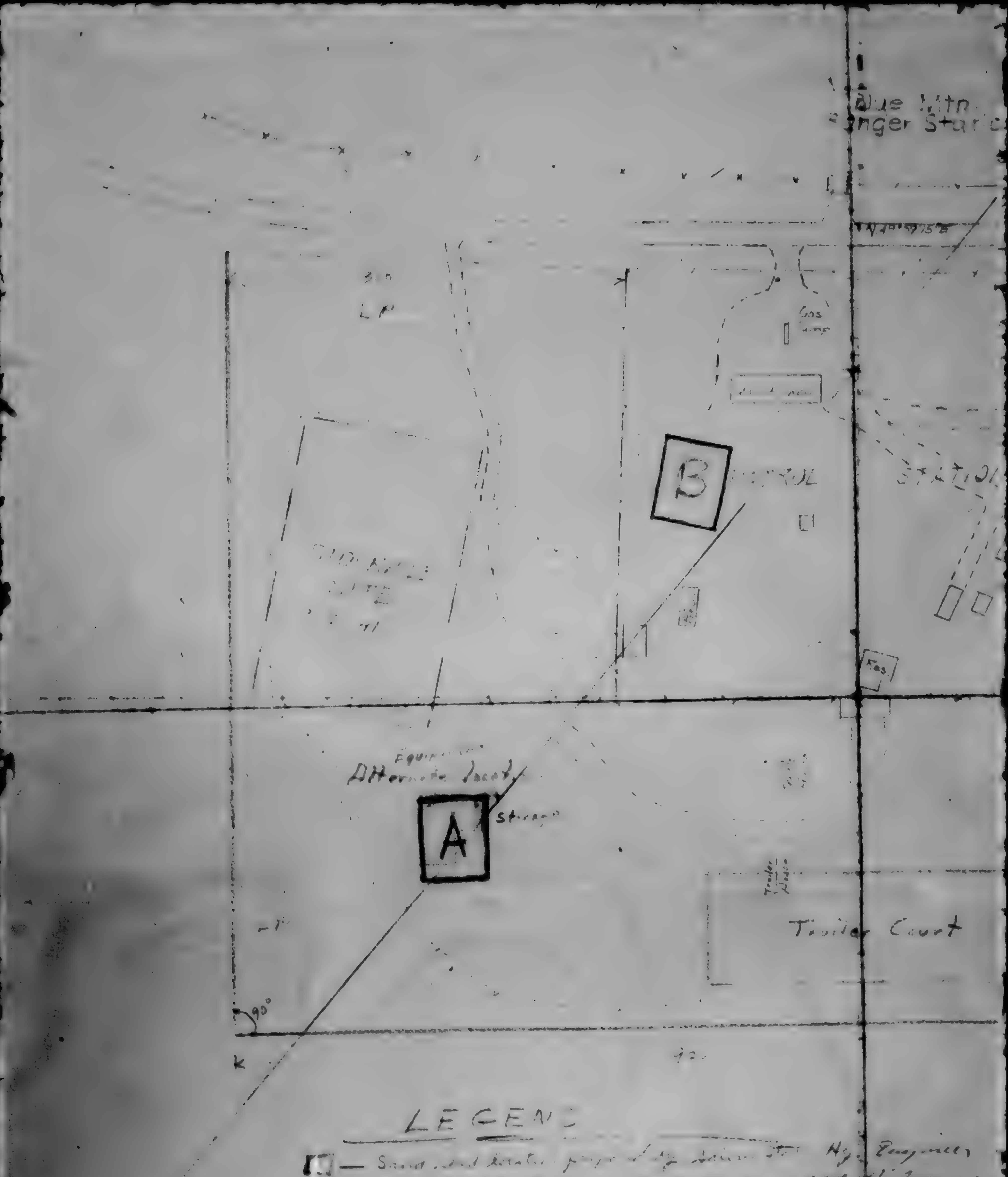
Hy. Engineer
State Highway people and desired by Ranger and present site of sand pile.
to S.W. area to encompass future needs.

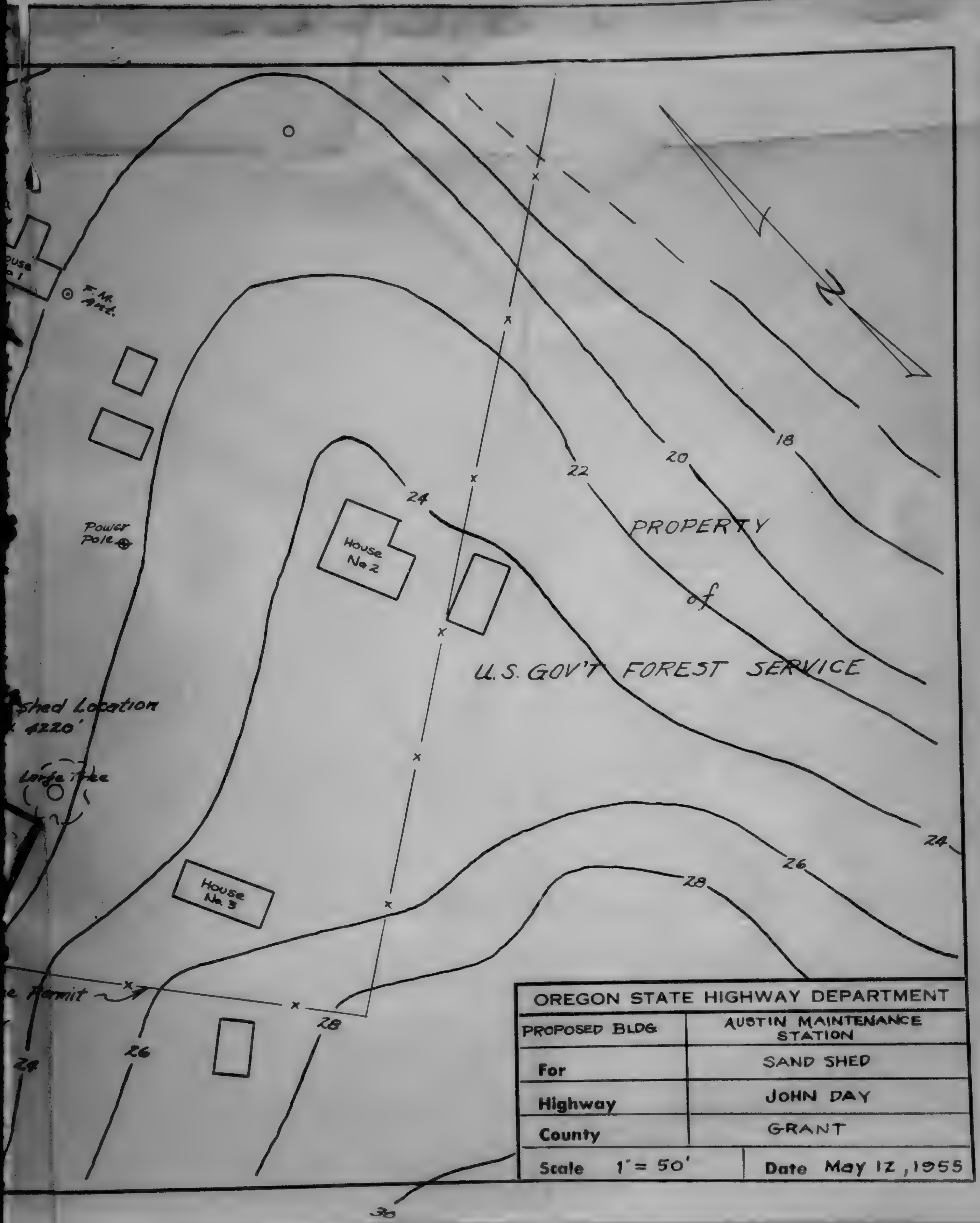
2/10/54



AUSTIN
Maintenance STATION.

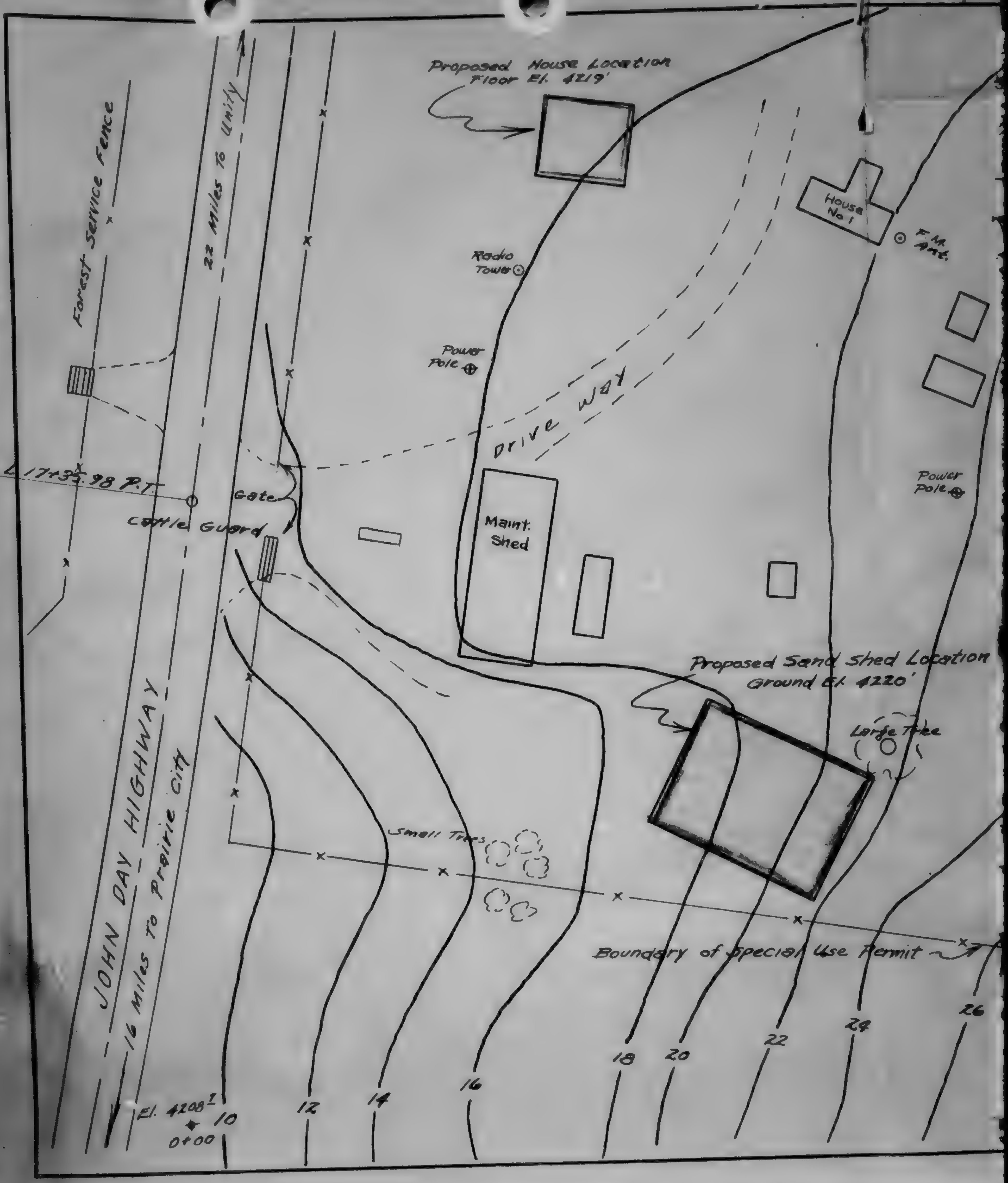

Blue Mtr
Ranger Sta
N.49°59'75"E
LP
Gas
Pump
B
STA
STOCKADE
SITE
A
Equ
Alternate locat
Storage
Trailer Court
LP
90°


Blue Mtn.
Ranger Station
Gas Pump
B
STATION
Gas
Equipment
Alternate location
Storage
A
Trailer Court
90°
LEGEND
— Hwy Engineer
— State Highway peop
— Proposed ... boundary addition the S.E. area to
— Present location ... residence



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED BLDG	AUSTIN MAINTENANCE STATION
For	SAND SHED
Highway	JOHN DAY
County	GRANT
Scale 1" = 50'	Date May 12, 1955


Proposed House Location
Floor El. 4219'
House No 1
F.M. Ant.
Radio Tower
Power Pole
Forest Service Fence
22 Miles To Unity
Drive Way
Power Pole
Δ 17+35.98 P.T.
Gate
Cattle Guard
Maint. Shed
Proposed Sand Shed Location
Ground El. 4220'
Large Tree
Small Trees
Boundary of Special Use Permit
JOHN DAY HIGHWAY
16 Miles To Prairie City
El. 4208±
0+00
10
12
14
16
18
20
22
24
26

BFI-161(25) Goshen-Divide Guardrail 1955
Project, Pacific Hwy.
#4504

RECEIVED
MAR 26 1958
FOR FILING
BFI-111(5-5)

Note on card file

March 21, 1958

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton

Gentlemen:

Attached is a copy of a claim in the amount of $31,369.39, which has been filed with the Secretary of State by Collins Concrete & Steel Pipe Company for materials furnished to T. W. Thomas, Portland, on our Contract No. 4504 for construction of guardrail on the Goshen-Divide Section of the Pacific Highway in Lane County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Mansfield & Company
1975 S. W. 5th
Portland 1, Oregon

T. W. Thomas
10300 N. E. Holladay St.
Portland 16, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

[illegible] undersigned, Collins [illegible] an Oregon corporation, has [illegible] materials in the construction [illegible] guard rail, brackets, posts, [illegible] post bolts, washers and sigt posts in the [illegible] interest on said sum from the 10th [illegible] against the bond taken from T. W. Thomas [illegible] Company, a corporation, as surety, for materials furnished in connection with the work for the construction of guard rails [illegible] Goshen-Divide Section of the Pacific Highway in Lane County, Oregon under a contract between said T. W. Thomas and the State of Oregon, by and through its State Highway Commission, which contract is dated August 11, 1955 and bears Contract No. 4504.

COLLINS CONCRETE & STEEL PIPE COMPANY

By Stephen W Matthews
Treasurer

Fil. No. 5599

FILED
MAR 19 1958
MARK [illegible]

noted
card

RECEIVED
MAR 26 1958

FOR FILING
BFI-161 (25)

4504

March 21, 1958

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of March 18 which had attached to it three copies of a claim in the sum of $31,569.39, filed with your office by Collins Concrete & Steel Pipe Company for materials furnished to T. W. Thomas on our Contract No. 4504, your file No. 3599.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

[illegible]ED ON CARD
em

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

March 18, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Stephen W. Matthieu, Attorney, Portland, and filed as of today a notice of claim by Collins Concrete & Steel Pipe Company for materials in the sum of $31,569.39 plus interest, against the bond taken from T. W. Thomas, principal, and Maryland Casualty Company, surety, State Highway Contract No. 4504, our file No. 3599.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C. Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
Geary
BY SECRETARY
Usual letters
record on card

RECEIVED
MAR 19 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
Lor

Note on card

RECEIVED
MAR 6 - 1958
FOR FILING

BFI W(-5)

4574

Mar. 4, 1958

Hon. Mark O. Hatfield
Secretary of State
State Capitol Building
Salem, Oregon

Attention: Geo. C. Stephens, Clerk
Records Division

Dear Sir:

Thank you for your letter of February 26, to which was attached three copies of a claim filed with your office by J. C. Denton & Sons against T. W. Thomas in the amount of $4,767.30.

The claim pertains to our Contract No. 4504, and bears your file No. 3597.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

NOTED ON CARD
lm

~~[illegible]~~

RECEIVED
MAR 6 - 1958
FOR FILING

[illegible]
4504

Mar. 4, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by J. C. Denton and Sons against T. W. Thomas on our Contract No. 4504, for construction of Guard Rail on the Goshen-Divide Section of the Pacific Highway in Lane County.

The claim, in the sum of $4,767.30, covers J. C. Denton and Sons' operations on a subcontract with Mr. T. W. Thomas.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em
attach.

cc: Mansfield & Co.
1975 S. W. 5th
Portland 1, Oregon

T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
em

Franklin T. Griffith, [illegible]
Clarence D. Phillips
John J. Coughlin
James K. Buell
T. B. Phillips
Alfred H. [illegible]
Jarvis B. Black

Warren Hastings
Harold [illegible] Hart

PHILLIPS, COUGHLIN, BUELL & PHILLIPS
ATTORNEYS AT LAW
ELECTRIC BUILDING
PORTLAND 5, OREGON

FORMERLY
GRIFFITH, PHILLIPS
& COUGHLIN

February [illegible], 1958

Mr. Mark Hatfield
Secretary of State
Salem, Oregon

Dear Mr. Hatfield:

As a supplier of labor and material to T. W. Thomas, J. C. Denton & Sons, a partnership, wishes to enter claim against the surety bond issued by Maryland Casualty Company in which T. W. Thomas was the principal and State of Oregon as the Obligee. J. C. Denton & Sons had a claim for $4,767.30 by the terms of a sub-contract between T. W. Thomas and J. C. Denton & Sons under State Highway Contract No. 4504 of the Goshen-Divide section of Pacific Highway in Lane County, Oregon.

Very truly yours,

J. C. DENTON & SONS

By ______________________
Partner

cc: Maryland Casualty Company
Equitable Building
Portland, Oregon

[illegible]

FILED
FEB 26 1958
MARK O. HATFIELD
SECRETARY OF STATE

FEB 26 1958

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Feb. 26, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Phillips, Coughlin, Buell & Phillips, Attorneys, Portland, and filed as of today a notice of claim by J. C. Denton & Sons, in the sum of $4,767.30 against the bond taken from Maryland Casualty Company, surety and T. W. Thomas, principal, Highway Contract No. 4504, our file No. 3597.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
[illegible]

prepare usual letter
sent a card

RECEIVED
FEB 27 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
CM

RECEIVED

file

MARYLAND CASUALTY COMPANY

WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT

BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

BFI-161 (45)

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT 4504
HENRY H. IRETON, MANAGER

February 27, 1958

State of Oregon
State Highway Department
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

Our Bond #90-366739
G. W. Thomas
State of Oregon
Goshen-Divide Section of the Pacific Highway

This will serve to acknowledge your February 21 letter advising that you have received notice of claim from Attorney Matthieu who represents Collins Concrete and Steel Pipe Company, which has a claim in the amount of $31,569.39.

This is to advise that the above claimant has made direct claim on our bond and the matter is under investigation by our Portland Claim Division.

Very truly yours,

John W. Long
John W. Long
Attorney

5

CC-Portland Claim Division

NOTED
H. R [illegible]

RECEIVED
MAR 3 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1958
FOR FILING

[illegible]
H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
4504 HENRY H. IRETON, MANAGER

file

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3
CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

February 26, 1958

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

Our Bond No. 90-366739
T. W. Thomas
State of Oregon
Goshen-Divide Section of the Pacific Highway

This will serve to acknowledge your February 18 letter advising that you have received notice of the fact that John Wallen has a claim against our above principal in the amount of $154.91 involving the above captioned job we bonded, as surety.

This is to advise that the matter is being referred to our Portland Claim Division for investigation. We appreciate your bringing this matter to our attention.

Very truly yours,

John W. Long
John W. Long
Attorney

NOTED
H. B. GLAISYER

8
CC: Portland Claim Division

RECEIVED
MAR 3 1958
OREGON
STATE HIGHWAY COMMISSION

CEIVED
EB 24 1958
R FILING
4504

file noted on card
file

Feb. 21, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

An affidavit of claim has been received from Stephen W. Matthiesen, Attorney, Pacific Building, Portland 4, advising that Collins Concrete and Steel Pipe Company has a claim against T. W. Thomas in the amount of $31,569.39, in connection with construction of a guard rail on the Goshen-Divide Section of the Pacific Highway under our Contract 4504.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:em

cc: Mansfield & Co.
1975 S. W. 5th
Portland 1, Ore.

T. W. Thomas
10848 N. E. Halladay St.
Portland 16, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
em

RECEIVED
FEB 21 1958
FOR FILING

4504

~~Noted on card~~
j. e

Feb. 21, 1958

Stephen W. Matthieu
Attorney at Law
Pacific Bldg.
Portland 4, Oregon

Dear Sir:

As authorized by the affidavit attached to your letter of Feb. 20, we have enclosed a certified copy of Contract and Bond 4504, awarded to T. W. Thomas for construction of guard rail on the Goshen-Divide Section of the Pacific Highway.

Your affidavit indicates that Collins Concrete and Steel Pipe Company has a claim against Mr. Thomas for materials furnished on this job, in the amount of $31,569.39.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:em
Enc.

NOTED ON CARD
em

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
PACIFIC BUILDING
PORTLAND 4, OREGON
CApitol 8-5818

February 20, 1958

State Highway Commission
Salem,
Oregon

Gentlemen:

Re: Collins Concrete and Steel Pipe
Company vs. T. W. Thomas, Maryland
Casualty Company, et al.

I herewith inclose an Affidavit and request for a copy of the contract and bond of T. W. Thomas, et al on behalf of the Collins Concrete and Steel Pipe Company in connection with the Goshen Divide section of the Pacific Highway.

Yours very truly,

Stephen W Matthieu

SWM:ml
Incl:
cc: Collins Concrete & Steel Pipe Co.
Attn. Mr Sturtz

REFERRED TO
Query
BY SECRETARY

will you please prepare copy as requested

RECEIVED
FEB 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

AFFIDAVIT

I, STEPHEN W MATTHIEU, being first duly sworn, depose and say: That I am treasurer and attorney for Collins Concrete & Steel Pipe Company, an Oregon corporation. That said company has a claim now totaling a balance of $31,569.39 exclusive of interest and attorney fees against the bond taken from T. W. Thomas and Maryland Casualty Company in connection with the construction of the Goshen Divide section of the Pacific Highway. That said balance is unpaid and in order to enforce its claim thereon a copy of the contract and bond is required.

Stephen W Matthieu

Subscribed and sworn to before me this 20th day of February, 1958

Margaret P. Satamore
Notary Public for Oregon

My Commission expires: Jan 29, 1961

RECEIVED
FEB 21 1958
OREGON
STATE HIGHWAY COMMISSION

Action [illegible]

File

RECEIVED
FEB 21 1958
FOR FILING

[illegible]

4504

February 13, 1958

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

A letter has been received from Mr. John V. Wallen, 6103 N.E. 8th Avenue, Portland 11, Oregon, stating that he has a claim against T. W. Thomas in the amount of $154.91 for painting guard rail on the Goshen-Divide Section of the Pacific Highway, our Contract No. 4504. We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

llc

cc: Manfield & Company
1975 S.W. 5th
Portland 1, Oregon

T. W. Thomas
Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
FEB 21 1958
FOR FILING
[illegible]
4504

Noted on card
file

February 18, 1958

Mr. John V. Wallen
6103 N.E. 8th Avenue
Portland 11, Oregon

Dear Mr. Wallen:

This is to acknowledge your letter received February 11, 1958, stating that you have a claim against T. W. Thomas in the amount of $154.91 for painting guard rail on the Goshen-Divide Section of US99. Apparently your claim pertains to our Contract No. 4504 which was completed August 24, 1957, and was accepted by the Commission December 5, 1957.

The Maryland Casualty Company through Manfield and Company, 1975 S.W. 5th, Portland 1, Oregon, furnished the performance bond with this contract. The bond is given to assure completion of the work and payment of all bills incurred in the project. If you wish to protect your claim against the bond for a period longer than six months following acceptance of the contract, we suggest that you file your claim with the Secretary of State. For your convenience in preparing this filing we have attached excerpts from the Oregon Laws outlining the necessary procedure. In the meantime the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

llc

NOTED ON CARD

6103 N E 8th Avenue
Portland 11 Oregon

Oregon State Highway Commission
Salem Oregon

Dear Sirs:

This is to notify you of a bill, I have, against Mr.T W Thomas, in the amount of $154.91- for painting guard rail on the Goshen-Divide section of U.S. 99.

Sincerely

John V Wallen
John V. Wallen

REFERRED TO
[illegible]
BY SECRETARY

prepare usual letters
note on card

RECEIVED
[illegible] 11 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
JAN 24 1958
FOR FILING

[illegible]

4504

January 22, 1958

Mr. John S. Hopkins, Manager
Maryland Casualty Company
Portland Claim Division
Equitable Building
Portland 4, Oregon

Dear Mr. Hopkins:

I am in receipt of a letter from Mr. T. W. Thomas, contractor for the construction of the Goshen-Divide Guard Rail Project on US 99, State Highway Contract No. 4504, in which he requests that warrants still remaining payable to him under this contract be forwarded direct to you.

In your letter of January 9, 1958 you requested that the amount of the retainage on this contract be held until we receive word from you to release it. In our telephone conversation today you stated that it would be satisfactory to release the warrant as requested by Mr. Thomas. Accordingly, our Chief Auditor was instructed to mail the warrant to you today.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mr. T. W. Thomas
10248 N.E. Holladay St.
Portland 16, Oregon

C. H. Maison (2)

January 20, 1958

State of Oregon
Highway Commission
Salem, Oregon

Attention Of H. B. Glaisyer, Secretary

Gentlemen:

T. W. Thomas, under date of August 11, 1955, entered into a contract with the State of Oregon Highway Department for the construction of the Goshen-Divide Guardrail Project, Pacific Highway 99, Lane County, Oregon, the contract being numbered 4504.

There still remains contract balance to be paid under the contract for work done or to be done and you are hereby irrevocably instructed to forward all payments due or to become due under this contract to T. W. Thomas, In Care Of Maryland Casualty Company, 520 Equitable Building, Portland, Oregon, Attention Of John S. Hopkins.

Please acknowledge receipt of this letter direct to Mr. Hopkins, Maryland Casualty Company, advising that contract payments will be forwarded as herein directed.

Yours very truly,

T. W. Thomas

T. W. Thomas

TTER TO Hopkins
DATE 1/22/58

RECEIVED
JAN 21 1958
OREGON
STATE HIGHWAY COMMISSION

POWER OF ATTORNEY

I hereby authorize, empower and direct JOHN S. HOPKINS of MARYLAND CASUALTY COMPANY to receive, collect and endorse funds from STATE OF OREGON which are receivable for completion of Contract Number 4504 for construction of Guardrail on Goshen-Divide Section, Pacific Highway, Lane County, Oregon and to enforce collection of same, if necessary, all the same as if I were performing said acts myself.

T. W. THOMAS

By: T.W. Thomas

Subscribed and sworn to before me this 20 day of January A.D., 1958

Notary Public

My commission expires: My Commission Expires July 28, 1961

January 20, 1958

Mr. John S. Hopkins, Manager
Maryland Casualty Company
Portland Claim Division
Equitable Building
Portland 4, Oregon

Dear Mr. Hopkins:

This is a belated acknowledgment of your letter of January 9, 1958 in which you asked the State Highway Commission to withhold payment of the retained percentage amounting to $2,032.62, which is owing to T. W. Thomas, contractor for the construction of the Goshen-Divide Guard Rail Project on the Pacific Highway, Lane County, State Highway Contract No. 4504.

As requested, we are withholding the warrant covering this payment and will continue to do so until advised by you to the contrary.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

Mr. Maison:

This confirm Mr. Hopkins' telephone request of January 8, 1958 which I called to the attention of Mr. Taylor. I attach a photocopy of Mr. Hopkins' letter.

HBG

MARYLAND CASUALTY COMPANY

WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT

PORTLAND CLAIM DIVISION

JOHN S. HOPKINS, MANAGER
EQUITABLE BUILDING PORTLAND 4, OREGON

January 9, 1958

State of Oregon Highway Commission
Salem, Oregon

Re: Principal: T. W. Thomas
Obligee: State of Oregon
Claim No.: 57-28
H.O. Claim No.: 956-57-Cont.
Your File: Contract #4504

Attention Of H. B. Glaisyer, Secretary

Gentlemen:

This will confirm our telephone conversation of this afternoon in which I advised you of the financial difficulties encountered by the principal, T. W. Thomas.

According to the records which we have under our bond number 90-366739 which covers T. W. Thomas for work performed on contract number 4504-Goshen-Divide Guardrail Project, Pacific Highway, Lane County, State of Oregon, the amount of retainage on this contract held by you is $2,032.62.

In view of the difficulties now encountered by this principal and the probability that we will be called upon to pay some bills, we would ask that you withhold this retainage until you are advised further by us on this matter.

Your kind consideration of this request will be appreciated.

Yours very truly,

John S. Hopkins

John S. Hopkins
Manager

JSH:cs

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JAN 10 1953
OREGON
STATE HIGHWAY COMMISSION

file

FORM E-123X 50M 5-57

RECEIVED
JAN 2[illegible]
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

BFI-161(25)

4524 —

January 22, 1958

Maryland Casualty Co.
Equitable Building
Portland 4, Oregon

Attn: John [illegible]. Hopkins

Gentlemen:

In accordance with Mr. Thomas' request as approved by you we are enclosing warrant no. H-2[illegible]2086 in the amount of $2,032.62 which represents estimate 14 final payment on Contract 4504.

Very truly yours,

W. C. WILLIAMS
State Highway Engineer

By
J. C. Herr
Ledgers Supervisor

JCH: dw
Encl.
cc: T. W. Thomas
cc: H. B. Glaisyer

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 20, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4504	14 Final	T. W. Thomas	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
689	202086	$ 2,032.62	1-17-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: Aug. 31, 1957

Completion Date: Aug. 24, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: Claims by Rodda Paint Co. for material furnished in amt. of $680.30.

Remarks:

Date: 1-20-58

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JAN [illegible] 1958

RECEIVED
FOR FILING

file

MARYLAND CASUALTY COMPANY
WILLIAM T. HARPER, CHAIRMAN OF THE BOARD AND PRESIDENT
BALTIMORE 3

CLAIM DIVISION
H. ELLSWORTH MILLER
VICE-PRESIDENT

H. G. LEWIS, JR.
MANAGER, CLAIM DIVISION

SURETY DEPARTMENT
HENRY H. IRETON, MANAGER

PLEASE ADDRESS
REPLY TO WRITER
QUOTING OUR CAPTION

4504

January 22, 1958

State of Oregon
Oregon State Highway Commission
Salem, Oregeon

Attention: Mr. Floyd Query ✓
Assistant Secretary

Gentlemen:

Our Bond 90-366739
T. W. Thomas
Cont. No. 4504
State of Oregon

This will serve to acknowledge your January 15 letter, advising of the fact that Rodda Paint Company has notified your office of Claim in the amount of $200.00.

I appreciate your calling this matter to our attention, and wish to advise that this will be immediately brought to the attention of our Portland Claim Division, and should further correspondence be necessary in the interim, I would recommend that it be directed to Mr. John S. Hopkins, Manager, Equitable Building, Portland, 4, Oregon.

Yours very truly,

John W. Long
John W. Long
Attorney

C. C. Portland Claim Division

3

RECEIVED
JAN 27 1958
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

RECEIVED
JAN 23 1958
FOR FILING

4504

Jan. 22, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Collins Concrete and Steel Pipe Company, 3841 N. Columbia Blvd., Portland 17, in the sum of $31,569.39 for metal guard rail and posts furnished on our Contract No. 4504, for construction of guard rail on the Goshen-Divide Section of the Pacific Highway in Lane County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

Attach.

cc: Mansfield & Co.
1975 S. W. 5th
Portland 1, Oregon

Mr. T. W. Thomas
10243 N. E. Holladay St.
Portland 16, Oregon

W. C. Williams
Forrest Cooper
Commissioners

NOTED ON CARD
em

J. J. COLLINS, PRESIDENT
BUTLER 9-5551

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND 17, OREGON

CONCRETE SEWER PIPE
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
GUARD RAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
GALVANIZING
METAL GUARD RAIL
METAL SNOW FENCE

January 15, 1958

Secretary of State Office
State of Oregon
Salem, Oregon

Attention: Mr. Mark Hatfield, Secretary of State

Dear Sir:

Notice hereby is given that the undersigned Collins Concrete and Steel Pipe Co. has a claim for furnishing metal guard rail, posts, guard rail end sections and metal sight posts in the sum of Thirty-one Thousand Five Hundred Sixty-nine dollars and Thirty-nine cents against the bond taken from T. W. Thomas written by Mansfield & Company for the Maryland Casualty Company for the work on Oregon State Highway contract #4504, for construction of guard rail on the Goshen-Divide section of the Pacific Highway, Lane County, Oregon.

An early acknowledgment would be appreciated.

Very truly yours,

COLLINS CONCRETE & STEEL PIPE CO.

Ray Town

Ray Town, Sales Manager

RT:nlc
cc: Mansfield & Co.
H. B. Glaisyer
T. W. Thomas

File # 3591

FILED
JAN 16 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
JAN 23 1958
FOR FILING

Jan. 22, 1958

Hon. Mark O. Hatfield
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of Jan. 20 in which you advised that a claim has been filed with your office by Collins Concrete & Steel Pipe Company in the sum of $31,569.31, against our Contract No. 4504, your File No. 3591.

Also, that you have received a claim by Cascade Construction Company in the sum of $7,822.99 against our Contract No. 4754, your File No. 3592.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:em

NOTED ON CARD
gm

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 20, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We have received and filed as of Jan. 16, 1958 a notice of claim by Collins Concrete & Steel Pipe Co. in the sum of $31,569.31, Highway Contract No. 4504, our file No. 3591.

We have also received a filed as of Jan. 17, 1958, a notice of claim by Cascade Construction Company, in the sum of $7822.99, Highway Contract No. 4754, our file No. 3592.

We are enclosing three copies of the claims for you information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Leo O. Hopkins
Clerk
Records Division

GS:m
Enc.

REFERRED TO
Query
usual letters
record on cards

RECEIVED
JAN 21 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 15 1958
FOR FILING

4504

notice card

Jan. 15, 1958

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Rodda Paint Company against T. W. Thomas in the amount of $200.00 for paint materials furnished on our Contract No. 4504 for the installation of a guard rail on the Goshen-Divide Section of the Pacific Highway in Lane County.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
Floyd Query, Assistant Secretary

FQ:em
Attach.

cc: Mansfield & Co.
1975 S. W. 5th
Portland 1, Oregon

T. W. Thomas
10848 N. E. Holladay St.
Portland 16, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

Note on card

RECEIVED
JAN 15 1958
FOR FILING

[illegible]
4504

Jan. 15, 1958

Hon. Mark O. Hatfield
Secretary of State
State Capitol Bldg.
Salem, Oregon

Attention: Geo. C. Stephens, Clerk
Records Division

Dear Sir:

This is to acknowledge your letter of Jan. 13, to which was attached three copies of a claim filed with your office by Rodda Paint Company, in the sum of $200.00, against T. W. Thomas on our Contract No. 4504, your file No. 3590.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
Floyd Query, Assistant Secretary

FQ:em

NOTED ON CARD
em

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

MARK O. HATFIELD
SECRETARY OF STATE

Jan. 13, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We have received and filed as of today, a notice of claim by Rodda Paint Company, for paints furnished in the sum of $200.00 against the bond taken from Maryland Casualty Company, through Mansfield and Company, for the work on State Highway Department contract No. 4504, on Goshen Divide Section of the Pacific Highway in Lane County, our file No. 3590.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:m
Enc.

RECEIVED
JAN 15 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
em

MANUFACTURERS
PAINTS · VARNISHES · LACQUERS

Rodda
PAINT COMPANY
6932 S. W. Macadam Ave
PORTLAND 1, ORE

DISTRIBUTORS
BRUSHES · TOOLS · SANDPAPER

January 10, 1958

Mark O. Hatfield
Secretary of State
Salem, Oregon

Dear Sir:

As a supplier of paint materials to contractor, T.W. Thomas, on an Oregon State contract, we wish to enter a claim.

Notice is hereby given that the undersigned, Rodda Paint Company, 6932 S.W. Macadam Ave., Portland, Oregon, has a claim for paints furnished in the sum of two hundred ($200.00) dollars against the bond taken from Maryland Casualty Company, through Mansfield & Company, 302 Lewis Building, Portland 4, Oregon, for the work on State Highway Department contract No. 4504, on Goshen Divide Section of the Pacific Highway in Lane County.

Yours very truly,

RODDA PAINT COMPANY

W. A. Cupper
Sec.-Treas.

WAC:jj
cc: Maryland Casualty Company
302 Lewis Building
Portland 4, Oregon

FILED
JAN 10 195
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
JAN 12 1958
MARK O. HATFIELD
SECRETARY OF STATE

RECEIVED
JAN 8 - 1958
FOR FILING
[illegible]
4.77

Jan. 7, 1958

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4504 for guard rail on the Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, T. W. Thomas, on Aug. 24, 1957, and was formally accepted by the Highway Commission on Dec. 5, 1957. Final payment in the amount of $2,032.62 will be released to the contractor on or after Jan. 17, 1958.

The total contract amount is $67,754.00, of which amount $55.82 represents force account items.

There is a claim filed against this project, of which you have been previously notified, by Rodda Paint Company for material furnished in the amount of $480.30.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Mansfield & Co.
1975 S. W. 5th
Portland 1, Oregon

NOTED ON CARD
Jm

RECEIVED
DEC 20 1957
FOR FILING

December 20, 1957

Mr. Ray Collins
c/o Collins Concrete & Steel Pipe Company
3841 North Columbia Blvd.
Portland, Oregon

Dear Ray:

As requested in our telephone conversation of a few moments ago, I enclose for your information a copy of the State law covering the filing of claims against public agencies. In your case the claim should be filed with the Secretary of State; however, I would appreciate receiving a copy of it for the Highway Commission's records.

You mentioned that you have an unpaid account against T. W. Thomas in connection with State Highway Contract No. 4504, for construction of guardrail on the Goshen-Divide Section of the Pacific Highway, Lane County. This job was completed by Mr. Thomas on August 24, 1957 and was formally accepted by the State Highway Commission on December 5, 1957. Accordingly, your claim must be filed with the Secretary of State prior to the expiration of the period of six months from December 5, 1957 in order to hold the performance bond liable for payment of the claim.

The bond was written by the Maryland Casualty Company, Mansfield & Co., agent, 1975 S. W. 5th Avenue, Portland 1, Oregon.

Extending to you the best of the season's greetings, I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encl.

RECEIVED
DEC 19 1957
FOR FILING

December 9, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. W. Thomas on contract No. 4504, covering Guard Rail construction on the Goshen-Divide Section of the Pacific Highway in Lane County. This payment, in the amount of $3,609.37 will be released to contractor on or after December 19, 1957. The retained percentage is $2,032.62.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Co.
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
12-9-57
m

Form E-1—10M—12-56

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report No. 75

BFI 161 (25)
4504

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 23, 1957

Section Goshen-Divide

Kind of work Guard Rail

Highway Pacific County Lane

Section prefix 20-1015

Contractor T. W. Thomas

Contract number 4504

Date of contract August 11, 1955

Specified work days Old Contract

Date work started June 18, 1956

Work days used Old Contract

Project authorization $81,241.88

Exclusive of engineering $75,464.68

Per cent of time elapsed 168 to Completion %

Estimated cost of completed project, exclusive of engineering $69,863.35

Estimated per cent overrun or underrun Under-Run 6 %

Per cent of contract completed, based on total contract price 96 %

Engineering authorization $5,777.20

Engineering cost to date $5,491.11, 95 %

Date project was completed August 24, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Phone call from Salem advises PR-47 form sent direct to Salem.

Finished semi-final and put in mail to Roseburg Friday, Nov. 22, 1957. This will be last weekly report on this job unless otherwise instructed.

CONSTRUCTION DIVISION
RECEIVED
NOV 25 1957
NOTED Ey B

Noted
M. N. Juve

Signed Deary H. Worth

Address 2191 E. 15th St., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 124

Guard Rail Sign Posts

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)		36,000	1,000		
Total quantities corrected to date		34,549	921		
Estimated quantities moved or placed to date		34,549	921		
Average daily quantities					
Average daily quantities necessary to complete project on time		Now Complete			
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Overcast		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM E-120

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHEESMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
NOV 5 1957
FOR FILING

45

Nov. 1, 1957

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 31, 1957, had under discussion your request for an extension of time from Oct. 31, 1956, to Aug. 31, 1957, within which to complete your Contract No. 4504, for the Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
F. D. Morgan
Geary Worth

NOTED ON CARD
em

RECEIVED
OCT 29 1957
FOR FILING

4:14

October 29, 1957

Oregon State Highway Commission

Request for extension of time
No. 5
October 31 and November 1 meeting

Gentlemen:

Herewith is a request from Mr. T. W. Thomas for an extension of time on the Goshen-Divide Guardrail Contract, No. 4504, from October 31, 1956 to August 31, 1957.

This contract involves the installation of guardrail and sight posts, and final completion of the work could not be done until the paving contractor had completed his work. The paving contract was completed during the middle of August, and Mr. Thomas immediately completed his project thereafter. The overrun was not the fault of the contractor, and I therefore recommend that the extension be granted without penalty. Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:dmh fn

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FOR FILING

FFI-161(25)

4574

September 30, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Divide Guard Rail Contract No. 4504, Oregon BFI-161 (25), from October 31, 1956 to August 24, 1957 to T. W. Thomas, contractor.

This contract involved the installation of guard rail and sight posts, and final completion of the work could not be done until the paving contractor had completed his work. The paving contractor completed the work on August 24th, and Mr. Thomas at the same time. The overrun in time did not create any additional cost nor interference with the traveling public and I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
OCT 1 1957

FOR FILING

FFI-161(25)

4504

September 30, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Goshen-Divide Guard Rail Contract No. 4504, Oregon FFI-161 (25), from October 31, 1956 to August 24, 1957 to T. W. Thomas, contractor.

This contract involved the installation of guard rail and sight posts, and final completion of the work could not be done until the paving contractor had completed his work. The paving contractor completed the work on August 24th, and Mr. Thomas at the same time. The overrun in time did not create any additional cost nor interference with the traveling public and I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

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SEP 19 1957
FOR FILING

[illegible]

434

September 18, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 24, 1957, on Contract No. 4504, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. FI-161(25).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:cs
cc: Clarence G. Swanson

files

~~noted on card~~

RECEIVED
SEP 13 1957

FOR FILING
[illegible]
474

[illegible]

August 28, 1957

Rodda Paint Company
6932 S. W. Macadam Avenue
Portland 1, Oregon

Attention: Mr. E. C. Baumgardner
Credit Manager

Gentlemen:

This is in reply to your letter of August 22 concerning a claim you have against T. W. Thomas, in the sum of $480.30 on Contract No. 4504 for construction of guardrail on the Goshen-Divide Section of the Pacific Highway in Lane County. The contract has not yet been completed.

Maryland Casualty Company, through Mansfield & Co., 302 Lewis Building, Portland 4, furnished the Performance Bond for this contract.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for this filing. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enclosure

FAQ:fp

NOTED ON CARD
EW

MANUFACTURERS
PAINTS • VARNISHES • LACQUERS

Rodda
PAINT COMPANY
6932 S. W. Macadam Ave.
PORTLAND 1, ORE.

DISTRIBUTORS
BRUSHES • TOOLS • SANDPAPER

August 22, 1957

Oregon State Highway Dept.
Salem,
Oregon

Ref: Contract No. 4504

Dear Sirs:

We have supplied T. W. Thomas, 10248 N. E. Holladay, Portland, Oregon, paint for the Goshen Divide Guard Rail Job No. 20-1015, contract No. 4504, Lane County, Pacific Highway.

As a supplier we wish to go on record that we have furnished material in the amount of $480.30, and may file a claim for material. If a special form is needed to file a claim will you please forward one to us and also, could you give us the name of the Bonding Company.

We would appreciate the above information and any other information you think we need to protect ourselves. We understand the paint job will be completed this week end or by Monday, August 26th.

Yours truly,

RODDA PAINT COMPANY

E C Baumgardner

E. C. Baumgardner
Credit Manager

ECB:jj

REFERRED TO
BY SECRETARY

RECEIVED
AUG 23 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

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~~motorcard~~

4504

RECEIVED
SEP 13 1957
FOR FILING

4504

August 28, 1957

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton
Claim Division

Gentlemen:

A letter has been received from Rodda Paint Company, 6932 S. W. Macadam Avenue, Portland 1, advising that their company has a claim against T. W. Thomas in the amount of $480.30 for material furnished on Contract No. 4504 for construction of a guardrail on the Goshen-Divide Section of the Pacific Highway in Lane County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mansfield & Co.
302 Lewis Building
Portland 4, Oregon

T. W. Thomas
10248 N.E. Holladay Street
Portland 16, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

FAQ:fp

NOTED ON CARD

A

RECEIVED
AUG 29 1957
FOR FILING

RFI 161(25)

474

August 28, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 21, 1957, regarding Federal Participation on State Force Work on Contract No. 4504, Oregon Project RFI-161(25), Goshen-Divide Section in Lane County.

The estimated total of the order for State Force work is $1,975.00. Federal participation is estimated as $1,223.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BMP:er

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Probert

08-35

August 21, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Ore. BFI-161(25)
State Force Account Work

Dear Sir:

Reference is made to your letter of April 11, 1957 requesting approval for State Force Work covering painting and reflectorizing sight posts and installing reflectorized paddle boards on the Goshen-Divide section of the Pacific Highway in Lane County, Contract #4504, in connection with Project BFI-161(25).

Your attention is called to paragraph 5b of PPM 21-6.2, dated February 16, 1955, which states that the showing of cost for these State Force orders must indicate both the total estimated cost and the amount of Federal participation.

The subject order failed to show the amount of Federal participation.

Please furnish this information for this and all subsequent orders involving State Force Work.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
AUG 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1 1957

4504

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 31, 1957

SUBJECT:

To:

E. A. Pease

We are holding in our file a warrant pending a time extension from your office covering the following:

T. W. Thomas Contract 4504 Est. 10 $17,590.27.

Ledgers Supervisor

cc: Forrest Cooper

RECEIVED
1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUN 25 1957
FOR FILING
FI-161(25)

June 21, 1957

11504 Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project FI-161(25)
Goshen-Divide Section, Pacific Hwy.
Order for State Force Work, dated
April 4, 1957 - Painting Sight Posts,
Paddle Boards - Estimated Cost $1,975.00

Dear Sir:

Reference is made to your letter dated April 11, 1957 concerning subject order.

We are approving the use of State force as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Original to
Mr. Probert

RECEIVED
APR 12 1957
FOR FILING

BFI-101(45)

479

April 11, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 276 covering painting and reflectorizing sign posts and installing reflectorized paddle boards on the Goshen-Divide Section of the Pacific Highway in Lane County, Contract No. 4504, in connection with Federal Aid Project No. BFI-101(45)

Your approval of the attached Order for State Force Work on force account basis, under provisions of GAM-300 is requested.

The state has material and special equipment, operated by regularly trained crews, to do this work more economically than could be done by contract. The paddle boards are specially made up for direction and protection of traffic at islands, the particular type, size, etc., being determined by conditions. The contractor is not equipped to do this special work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Encls.

RECEIVED
JUN 25 1957
FOR FILING

4504

June 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of June 4, 1957, regarding Oregon Project BFI-161(25), Contract No. 1504, Goshen-Divide Section in Linn County, Order for State Force Work 276, dated April 4, 1957.

(1) We are enclosing photographs of the paddle boards, with specifications of materials and placing the boards typed on the reverse side.

(2) The painting and reflectorizing sight posts has not been included as a bid item because of:

(a) The special treatment and care required to make the paint adhere, materials for which have been developed through experience by our Sign Division.

(b) The number of operations required which cannot be done in continuity and therefore, not economically. The state crews are operating on several contracts at one time.

(c) The specially skilled and trained men necessary to do an acceptable and lasting job are not normally on the contractor's payroll.

(d) The damage and scuffing in shipping and placing, if posts are factory prepared.

It may be possible at some future date when the sight posts

Standard Deer Type
Reflectors for
Concrete Islands

become a more universal product to obtain the finished product from manufacturers. The painting and reflectorizing could then be included in the contract item of sight posts.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

EBP:cr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

08-35

June 4, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFL-161(25)
Order for State Force Work,
dated April 4, 1957 - Painting
Sight Posts, Paddle Boards

Dear Sir:

Further information is needed before we can complete our processing of subject order.

(1) Please furnish us with a sketch of the proposed paddle boards, with dimensions, and a description of materials used in their construction.

(2) If painting and reflectorizing of sight posts is to become general practice, we are of the opinion that a covering bid item would be desirable.

Your comments are invited.

Very truly yours,

C G Polk

C. G. POLK
Division Engineer

[illegible]
3 operations
skilled job.

RECEIVED
JUN 5 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1956

FOR FILING
EFI-161 (25)

4504

July 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 18, 1956 on Contract No. 4504, Goshen-Divide Section, in Lane County, in connection with Federal Aid Project No. EFI-161(25).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HCW:sch

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DEC 7 - 1955
FOR FILING

OREGON DISTRICT

4604

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 1, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached hereto, for your files, one copy of executed project agreement for the following projects:

BFI-161(24)
BFI-161(25)

Very truly yours,

C G Polk
C. G. Polk
District Engineer

RECEIVED
DEC 1 1955
OREGON
STATE HIGHWAY COMMISSION

Rn

Form PR 2 (Revised 1950)

OPR8-1851

State Oregon

Project No. BFI-161(25)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 18th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1955, a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of forty-seven thousand and 00/100 dollars ($47,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept.1, 1953	Sept.1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 45+56 in the SE 1/4 of Section 14, T. 18 S., R. 3 W., W.M., and survey station 1056+80 in the SE 1/4 of Section 11, T. 21,S., R. 4 W., W.M., without exception

, length 20.725 miles, in Lane County, being Oregon project No. FI-161(25), consisting of 20.725 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

ED ★
18 1955
DIVISION 8

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

forty-seven thousand and 00/100

dollars ($47,000.00), which does not exceed the authorized Federal pro rata share of

seventy-seven thousand, two hundred sixty-four and 00/100

dollars ($77,264.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

BFI-161 (25)
4504

September 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the Goshen-Divide Section, Project No. BFI-161(25).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWW:ls

Oregon State Highway Department

Federal Aid Project
No. EFI-161(25)

GOSHEN-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code Y007)
Guard Rail (Sta. 45+56 to Sta. 1056+80)(Contract No. 4504)

36,000 lin. ft.	Metal Guard Rail	$ 1.89	$ 68,040.00
1,000 only	Metal Sight Posts	2.20	2,200.00
	Subtotal		$ 70,240.00
	10% Engr. & Cont.		7,024.00
	Total		$ 77,264.00

Length of Guard Rail 20.136 miles
Length of Structures 0.589 mile (Exceptions)
Total Length 20.725 miles
Cost of Guard Rail per mile $3,837.10

Federal Funds- - - - - - - - - - - - - - - - - - -	$ 47,000.00
State Funds- - - - - - - - - - - - - - - - - - - -	30,264.00
	$ 77,264.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939.

DE

Oregon State Highway Department

Federal Aid Project
No. BFI-161(25)

GOSHEN-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1955

Type Code X007
Guard Rail (Sta. 45+56 to Sta. 1056+80)

36,000 lin. ft.	Metal Guard Rail	$ 2.25	$ 81,000.00
1,000 only	Metal Sight Posts	2.40	2,400.00
	Subtotal		$ 83,400.00
	10% Engr. & Cont.		8,340.00
	Total		$ 91,740.00

Length of Guard Rail	20.136 miles	
Length of Structures	0.589 miles	(Exceptions)
Total Length	20.725 miles	
Cost of Guard Rail per mile	$4,556.01	

Federal Funds -	$ 51,000.00
State Funds -	40,740.00
	$ 91,740.00

RECEIVED
SEP 6 - 1955
FOR FILING

[illegible]
[illegible]

September 2, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4504, which was awarded to you August 11 by the State Highway Commission, for constructing guard rail on the Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

[illegible]
4504

August 15, 1955

Mr. T. W. Thomas
1024[illegible] N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4504 for construction of Goshen-Divide Guardrail project on the Pacific Highway in Lane County.

This award was based on your bid of $7[illegible],240 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson

RECEIVED
AUG 17 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
4504

08-35

August 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award, of Contract No. 4504 for Oregon Project BFI-161(25), Goshen-Divide Section of the Pacific Highway, to T. W. Thomas of Portland, Oregon, low bidder in the amount of $70,240.00 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

File

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AUG 1 - 1955
FOR FILING

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-161(25), Goshen-Divide Section (Guard Rail) of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL 29 1955
OREGON
STATE HIGHWAY COMMISSION

FI-67(4) Olds Ferry-Ontario Section 1955
Structures on The Old Oregon
#4505 Trail Highway.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 30 1956
FOR FILING
FI-67 (4)
4505

August 29, 1956

Hyman Brothers Co.
3525 N. E. Going St.
Portland 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from June 30, 1956 to July 26, 1956 within which to complete your contract No. 4505, for two grade separation structures on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Enrique Rodrigues,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

FI-67 (4)
4505

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 27, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4505	8-Final	Hannan Brothers Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17961	H-159046	$ 6,369.49	8/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: to July 26, 1956

Completion Date: July 26, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 1956

Ruth Rawlings

NOTED ON CARD

FI-67 (4)
4505

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 27, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4505	8-Final	Hannan Brothers Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17961	H-159046	$ 6,360.40	8/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **June 30, 1956**

Time Extensions: **to July 26, 1956**

Completion Date: **July 26, 1956**

Date Accepted: **Aug. 16, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-4-56**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer Jr.
H. B. Glaisyer
Secretary

Warrant Mailed: SEP 4 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 23 1956
FOR FILING

FI-67(4)

4505

A

August 22, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4505 for constructing two grade separation structures on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County was completed by the contractor, Hannan Brothers Company, on July 26 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $ 6,369.49 will be released to the contractor on or afterSeptember 1, 1956. The total contract amount is $74,553.46 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

A

RECEIVED
AUG 6 1956
FOR FILING

FI-67 (4)

4,315

August [illegible], [illegible]

Request for extension of time
Item [illegible]
August 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Re: Two (2) grade separation structures on
[illegible] Section
Contract No. [illegible]

[illegible], contractor [illegible] of two (2) grade separation structures on the [illegible] Section of the [illegible] Oregon Trail [illegible] has requested an extension of time [illegible] to July 20, 1956, for the completion of the contract.

[illegible] work on these structures. The [illegible] by this [illegible].

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PMS/mm

Attached

FI-67(4)
4505

8

11-17-55

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Olds Ferry-Ontario Section (Structures)
Old Oregon Trail Highway
Malheur

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4473	Neilsen & Smith Construction	6/30/55
4505	Hannan Brothers Company	8/11/55

DATE OF COMPLETION:

4473	4/30/56
4505	6/30/56

REMARKS:

Project Agreement filed in
FI-67(4) Contract #4473

RECEIVED
SEP 7 1955
FOR FILING

FI-61(4)
4505

September 6, 1955

Hannan Brothers Company
3525 N. E. Going St.
Portland 11, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4505, for constructing two grade separation structures on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, awarded August 11, 1955.

Contract No. 4518, for constructing Muddy Creek Bridge on the Oakville County Road (FAS 595) in Linn County, awarded August 19, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encls.

RECEIVED
AUG 15 1955
FOR FILING

F1-67(11)
4505

August 15, 1955

Hannan Bros. Co.
3545 N. E. Going Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4505 for construction of Olds Ferry-Ontario Section Structures on the Old Oregon Trail Highway in Malheur County.

This award was based on your bid of $77,427 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 17 1955
File / FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

FI
4505

08-35

August 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4505 for Oregon Project FI-67(4), Olds Ferry-Ontario Section (Structures), the Old Oregon Trail Highway, to Hannan Bros. Company of Portland, Oregon, low bidder in the amount of $77,427.00 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

BFI-323(13) 42nd Ave.-99th Ave. Road- 1955
side Improvement Project
#4506 on the T. H. Banfield Ex.

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) RFI 323(12)	(EST. NO.)	(CONTRACTOR)
4506	13-Final	Russellville Nursery

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6086	H-176425	$ 1,992.28	3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: to Dec. 21, 1956

Completion Date: Dec. 21, 1956

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 22 1957

NOTED ON CARD

Ruth Rawlings

RECEIVED
MAR [illegible] 1957
FOR FILING

[illegible]

4506

March 12, 1957

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4506 for roadside improvement on the 42nd Ave.-99th Ave. Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Russellville Nursery, on December 21, 1956 and was formally accepted by the Highway Commission on February 28, 1957.

Final payment in the amount of $1,992.28 will be paid to the contractor on or after March 22, 1957. The total contract amount is $66,409.46, of which amount $2,105.90 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 31 1957

FOR FILING

[illegible]

45C

January 30, 1957

Russellville Nursery
9817 East Burnside St.
Portland 16, 1957

Gentlemen:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from May 31 to December 30, 1956 within which to complete your contract No. 4516, for roadside improvement on the 42nd Ave.-99th Ave. Section of the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request to December 21, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. C. Skulton,
Division Engineer

James Don,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 24 1957
FOR FILING
BFI-323(12)

476

January 24, 1957

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russellville Nursery in connection with contract No. 1506, for roadside improvement on the 42nd Ave.-99th Ave. Section of the T.H. Banfield Expressway in Multnomah County. This payment in the amount of $3,162.81 will be released to the contractor on or after February 4, 1957. The retained percentage is $1,992.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 15 1957
FOR FILING
BFI. 323(12)
4506

January 14, 1957

Oregon State Highway Commission

Request for extension of time
No. 17
January 22 and 23 meeting

Gentlemen:

Herewith is a request from the Russellville Nursery for an extension of time on the 42nd Avenue-99th Avenue Section roadside improvement, Contract No. A506, from May 31, 1956 to December 30, 1956.

The majority of the work specified in this contract was completed by the specified date; however, certain replacement plantings were necessary and these were deferred at the request of the engineer until suitable weather prevailed in the fall.

This project was actually completed on December 21, and we have suffered no added expense because of the overrun. I recommend that this extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This contract does not contain a liquidated damage clause.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

RECEIVED
JAN 9 - 1957
FOR FILING

[illegible]

4506

January 9, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 42nd Avenue-99th Avenue Roadside Improvement, Contract No. 4506, Oregon NFI-323 (13), from May 31, 1956 to December 21, 1956 inclusive to the Russellville Nursery, contractors.

The majority of the work specified in this contract was completed by the specified date, however, certain replacement plantings were necessary and these were deferred at the request of the engineer until suitable weather prevailed in the fall. We have suffered no inconvenience nor added expense because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

9

RECEIVED
JAN 2 - 1957
FOR FILING

RFI-323(13)

4506

December 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 21, 1956, on Contract No. 4506, 42nd Avenue-99th Avenue Section, in Multnomah County, in connection with Federal Aid Project No. RFI-323(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr
cc: Clarence Swanson

FORM E-160 50M REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 24 1956
FOR FILING

BFI-323 131

4506

December 20, 1956

E. A. Pease

A warrant is being held in our office for the following contract pending receipt of time extension.

Contractor	Contract	Estimate No.	Amount
Russellville Nursery	4506	10	$1,836.67

J. G. Herr
J. G. Herr

cc: Forrest Cooper

RECEIVED
DEC 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Form E-1—1026—6-53

A

EFI-3[illegible]3(13)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 1, 1956

Section	42nd. Avenue - 92nd. Avenue	Kind of work	Roadside Improvement.
Highway	T. H. Banfield Expressway	Section prefix	26-1057
Contractor	Russellville Nursery	Contract number	4506
Date of contract	August 11, 1955	Date of completion	May 31, 1956
Date work started	November 7, 1955	Estimated date of completion	November 30, 1956
Project authorization	$ 67,337.77	Per cent of time elapsed	158 %
Exclusive of Engineering	$ 62,549.31		

Estimated cost of completed project, exclusive of engineering $ 66,180.70

Estimated per cent overrun or underrun 5.4 %

Per cent of contract completed, based on total contract price 99 %

Engineering authorization $ 4,788.46

Engineering cost to date $ 1425, 29.7 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finishing up on replacement of dead plants.

There is some mulching left to be done.

NOTED
L. H. Young

NOTED
D. J. BARBEE

cc Dale Hadkins

RECEIVED
[illegible] 1956
CONSTRUCTION ENGINEER

Signed John W Day
John W. Day, Resident Engineer

Address Portland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
C. E. PAULSEN

State Printing 96633

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 8 - 1956
FOR FILING

8-I-[illegible] (10)
4506

May 7, 1956

Russellville Nursery
9817 E. Burnside St.
Portland 16, Oregon

Re: Contract No. 4506
42nd-99th Avenue
Roadside Improvement
T. H. Banfield Expressway

Gentlemen:

Due to your stated inability to locate certain plants called for in the subject contract because of frost damage during the 1956 winter period the following substitutions are authorized:

Item No.	Substitution	Plan Location
25	78 Berberis buxifolia nana (B. dulcis) Dwarf Magellan Barberry Same spacing.	Sheet 8
32	30 Chamaecyparis pisifera [illegible] (C. p. squarrosa) Moss Falsecypress Same spacing.	Sheet 8
45	83 Juniperus chinensis Golden Pfitzer Golden Pfitzer Juniper 5-foot spacing	Sheets 10 and 12
28	26 Photinia serrulata Chinese Photinia Same Spacing.	Sheet 11

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. H. H. Astrup
Mr. Dale Q. Haskins

mdd

RECEIVED
MAY 2 - 1956
FOR FILING

BF 5 3521(A)
[illegible]

May 1, 1956

[illegible] Nursery
9817 E. Burnside St.
Portland 16, Oregon

Re: Contract No. 4506
42nd-99th Avenue
Roadside Improvement
T. H. Banfield Expressway

Gentlemen:

Due to your stated inability to locate fifty Arctostaphylos Columbiana, Hairy Manzanita, the substitution of thirty Arbutus Menziesi, Strawberry Madrone, 23-30 inches, is authorized.

In lieu of the 4-foot spacing specified for the Manzanita the Arbutus should be spaced at 5 feet. The location of these plants is Station 270/00 on Sheet 12 of the contract plans.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc - Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. M. H. Astrup

RECEIVED
JAN 10 1956
FOR FILING

[illegible]
4506

mha

January 9, 1956

Russellville Nursery
9817 E. Burnside St.
Portland 16, Oregon

Re: Contract No. 4506
42nd-99th Avenue
Roadside Improvement
T. H. Banfield Expressway

Gentlemen:

Due to your stated inability to locate evergreen barberry and hybrid broom plants because of the recent freeze, the following substitutions are authorized:

Item No.	Substitute	Plan location
21	40 Juniperus virginiana tripartita, 18-24" B&B	Sheet 12, Sta. 263½ R
22	65 Juniperus horizontalis, Bar Harbor Blue Creeping Juniper, 15-18" B&B	Sheet 12, Sta. 267½ R
23	75 Prunus laurocerasus zabeliana, Zabel Laurelcherry, 15-18" B&B	Sheet 8, Sta. 137-138 R
34	50 Cytisus praecox, 6-12"	Sheet 8, 42nd Ave. Connection
34	475 Cytisus praecox, 6-12"	Sheet 11a, N. E. Broadway-N. E. Halsey Connection
34	800 Cytisus praecox, 6-12"	Sheet 12, Sta. 275-290 R&L
34	368 Cytisus praecox, 6-12"	Sheet 13, Sta. 290-293 L Sta. 303-308 L

In addition, the substitution of 375 Juniperus chinensis, Pfitzer Blue, for the green form is authorized and it is requested

[illegible] 323(13)
[illegible]6

[illegible] 55

P R O J E C T   A G R E E M E N T

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

42nd-99th Avenue Section
T. H. Banfield Expressway
Multnomah County

NATURE OF WORK:

Irrigation System and Planting

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4506	Russellville Nursery	8-11-55
4514	Russellville Nursery	8-12-55

DATE OF COMPLETION:

4506	5-31-56
4514	11-1-55

REMARKS:

Project Agreement filed in
BFI-323(13) Contract #4514

RECEIVED
NOV 15 1955
FOR FILING

BF1-323(13)
4506

8

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 7, 1955, on Contract No. 4506, 42nd Avenue-99th Avenue Section, in Multnomah County, in connection with Federal Aid Project No. BFI-323(13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BMP:ia

RECEIVED
AUG 31 1955
FOR FILING

4506

August 31, 1955

Russellville Nursery
9817 E. Burnside St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4506, for roadside improvement on the 42nd Ave.-99th Ave. Section of the T.H. Banfield Expressway in Multnomah County, awarded August 11,1955.

Contract No. 4514, for irrigation system on the 42nd Ave.-99th Ave. Section of the T. H. Banfield Expressway in Multnomah County, awarded August 12,1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 15 1955
FOR FILING

[illegible] (13)
4506

August 15, 1955

Russellville Nursery
9617 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4506 for 62nd Avenue-99th Avenue Roadside Improvement project on the T. H. Banfield Expressway in Multnomah County.

This award was based on your bid of $55,155.80 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

RECEIVED
AUG 17 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
[illegible]
45

08-35

August 11, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4506 for Oregon Project BFI-323(13), 42nd-92nd Avenue Section (Roadside Improvement) of the T. H. Banfield Expressway, to Russellville Nursery of Portland, Oregon, low bidder in the amount of $55,155.80 at the August 11, 1955 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 22 1955
FOR FILING

OREGON DISTRICT

Xer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 20, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

In view of the circumstances cited in your July 14, 1955 letter, approval is hereby given for use on Project BFI-323 (13), 42nd-92nd Avenue Section of the T. H. Banfield Expressway, of the following plant material to be furnished the contractor by the State:

15	Quercus borealis
194	Ilex acquifolium
18	Prunus Thundercloud
3	Malus Eley
6	Malus atrosanquinea
16	Crataegus oxycantha

It is understood that Federal participation in the cost of the above material will not be requested by the State.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
JUL 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1955
FOR FILING

July 14, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Permission is requested to furnish the below listed material in connection with contract landscaping work on the 42nd-92nd Avenue Section of the Banfield Expressway, Project BFI-323(13).

15	Quercus borealis
194	Ilex aquifolium
18	Prunus Thundercloud
3	Malus Eley
6	Malus atrosanguinea
16	Crataegus oxyacantha

We have supplies of these plants on hand, acquired as a part of a right of way transaction at a point where the right of way was across a nursery property. We propose to furnish them on a non-participating basis and to specify that they will be made available to the low bidder without charge.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

30-8318 Pendleton-La Grande Rock 1955
Production Project on The
#4507 Old Oregon Trail Highway.

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) 30-8318	(EST. NO.)	(CONTRACT0R)
4507	5-Final	Rogers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6081	H-176420	$ 3,907.63	3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Nov. 10, 1956

Completion Date: Nov. 10, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 22 1957

Ruth Rawlings

RECEIVED
MAR 12 1957
FOR FILING

[illegible]

4507

March 12, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4507 for rock production on the Pendleton-LaGrande Section of the Old Oregon Trail Highway in Umatilla and Union Counties was completed by the contractor, Rogers Construction Co., on November 10, 1956 and was formally accepted by the Highway Commission on January 22,1957.

Final payment in the amount of $3,907.63 will be released to the contractor on or after March 22, 1957. The total contract amount is $96,328.25 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN [illegible] 1957
FOR FILING

30-E318

4507

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1957

SUBJECT: Pendleton-La Grande
Rock Production
Contract No. 4507

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

With reference to your letter of January 14, I wish to advise that we have worked with Mr. Probert's office in resolving the haul adjustment controversy on the subject named rock production job. This has been resolved by figuring actual haul against the haul as planned from two sources: One at the railroad unloading point at Meacham for 4,298 yards of limestone and the other from the Ladd Canyon cinder pit.

On this basis, it is indicated that the contractor was overpaid $3,404.16 for this haul adjustment; however, his retained percentage was $2,858.37, which leaves an amount to be collected from the contractor of $645.79.

Mr. Probert advises that he is currently revising the final estimate and will arrange for the collection of this amount from the contractor.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

cc S. H. Probert

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Salem, Oregon
January 14, 1957

Mr. Tom Edwards
Construction Engineer

Mr. Probert tells me that there is some "ball up" in the haul adjustment on the Rogers contract in the Blue Mountains for production of sanding rock. He tells me that this has resulted in what may be an overpayment to the contractor of approximately $5,000.

Will you please advise me what the shooting is all about?

Forrest Cooper
Deputy State Highway Engineer

FC:me

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 2[illegible] 1956
FOR FILING
30-5318
4507

December 28, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from July 1, 1956 to November 10, 1956 within which to complete your contract No. 4507, for rock production on the Pendleton-LaGrande Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

John C. Hiatt,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 24 1956
FOR FILING

50-5-12

4507

December 21, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company in connection with contract No. 4507, for rock production on the Pendleton-LaGrande Section of the Old Oregon Trail Highway in Umatilla and Union Counties. This payment, in the amount of $17,495.62, will be released to the contractor on or after December 31, 1956. The retained percentage is $2,858.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 13 1956
FOR FILING

30-3-15

4507

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 20
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Pendleton-La Grande Section rock production project, Contract No. 4507, from July 1, 1956 to November 10, 1956.

The material sources designated for this project have, in the past, proven extremely difficult to operate, and the contractor elected to secure another site at his own expense and import the material by rail. Most of the material on this contract was intended for 1957 use, and we have suffered no inconvenience nor added expense because of the delay in completion. I am, therefore, recommending that this extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—10M—6-50

30-8318

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 14

For Week Ending November 17, 1956

Section	Pendleton - La Grande	Kind of work	Rock Production
Highway	Old Oregon Trail	Section prefix	30-8318
Contractor	Rogers Construction Co.	Contract number	4507
Date of contract	August 11, 1955	Date of completion	October 31, 1955
Date work started	September 23, 1955	Estimated date of completion	November 10, 1956
Project authorization	$ 91,507.50	Per cent of time elapsed	464 %
Exclusive of Engineering	$ 85,000.30		

Estimated cost of completed project, exclusive of engineering $ 90,738.09

Estimated per cent overrun 4.08 %

Per cent of contract completed, based on total contract price 112 %

Engineering authorization $ 6,507.20

Engineering cost to date $ 4,055.00, 62 %

Date project was completed November 10, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Trucks hauled one round of loads to the sand shed at MP.249 last Saturday morning to complete the contract.

Noted
M. R. Juve

NOTED
TOM E[illegible]

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
NOV 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BARBEE

Signed J. C. Hatt

Address La Grande

NOTED
V. D. WOLFF

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			15,000 Cy		
Total quantities corrected to date			15,830 CY		
Estimated quantities moved or placed to date			15,830 CY		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & moderate		
Monday	"		
Tuesday	Variable with light snow flurries +42°		
Wednesday	Cloudy +37°		
Thursday	Cloudy & windy, light snow flurries P.M. +35°		
Friday	Partly cloudy +44°		
Saturday			

FORM E-128 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

30-8

4507

February 7, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 31, 1955 to July 1, 1956 within which to complete your contract No. 4507, for rock production on the Pendleton-La Grande Section of the Old Oregon Trail in Umatilla and Union Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Resident Engineer

John C. Klatt,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 30 1955
FOR FILING

30 X 31X
4507

December 29, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 6
January 26-27 Meeting

Gentlemen:

Herewith is a request from the Hagere Construction Company for an extension of time on the Pendleton-La Grande Rock Production Project, Contract No. 4507, from October 31, 1955 to July 1, 1956.

The sources designated on this project proved extremely difficult to work to provide proper graded material. The contractor finally decided to import the materials by rail and supplied adequate materials for the 1955 season. The balance of the material will not be required until the summer of 1956, and we will suffer no added expense nor inconvenience.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

cr

RECEIVED
NOV 29 1955
FOR FILING

FORM E-20X 27½ 9-54 78730
30-[illegible]18
4507

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1955

SUBJECT: Pendleton-LaGrande Rock Prod.
Old Oregon Trail
Contract No. 4507

To:
Mr. A. F. Parson
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 380340, dated November 23, 1955, showing a P.I. of 8 for 3/8"-#10 crushed rock for sanding. This is an excess of 4 points over that allowed for this type of material.

Will you please instruct the resident engineer to tighten up his inspection at the sources so that satisfactory 3/8"-#10 material may be placed in the stockpiles.

Also, please instruct him to mark samples taken after corrective action so that it is clear that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED

RECEIVED
NOV 22 1955
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1955

SUBJECT: Pendleton-LaGrande
Old Oregon Trail
Contract No. 4507

To:

~~Mr. A. F. Parson~~
~~Division Engineer~~

W. C. WILLIAMS

Reference is made to Laboratory Report No. 380028, dated November 17, 1955, showing that there is a P.I. with two points higher than allowed, and 2% excess retained on the 3/8-inch screen.

Will you please have the resident engineer adjust the plant and quarry operations, so that the material can meet the specifications of Section 2.15.6, page 62 of the standard specifications for 3/8"-#10 materials.

Also, please have samples of the material produced after the corrective action submitted and marked so that it is clear that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED

Form E-63—10M—5-55

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

Laboratory Report

Project Pendleton-LaGrande
Highway Old Oregon Trail
Contractor Rogers Const. Co.
Contract No. 4507
Submitted by J. C. Hiatt
Prefix 30-8318
County Umatilla, Union
F. A. Project No.
Date reported Nov. 17, 1955

REPORT ON SAMPLE OF FINE AGGREGATE

Source of material Nelson, Oregon
Sampled at Source
To be used Sanding
Sampled by R. V. Busey.
Date received Nov. 15, 1955
Quantity represented 500 c.y.

TEST RESULTS

Laboratory No. 380028
Type of Material Cr. Rock 3/8-10
Screen Opening: To ¼" Sq.
¼" and below— Square
Data sheet No. A-19407
Treatment of sample

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
½	0	0	
3/8	17.0	17.0	
¼	31.7	48.7	
4	12.3	61.0	
10	30.5	91.5	
40	1.1	92.6	
80	1.5	94.1	
200	3.0	97.1	
Pass	2.9	2.9	
Total	100.0		

Strength test, per cent of standard mortar:
Compression %
Organic material, color plate No.
Specific gravity (Le Chatelier)
Unit weight, lbs. per cu. ft., dry rodded
Unit weight, lbs. per cu. ft., loose
Fineness factor
Sodium sulfate test, per cent loss
Elutriation %
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 28 %
Manufactured fines %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hall
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams

Engineer of Materials

State Printing 89451

RECEIVED
SEP 9 1955
FOR FILING

3-11
4507

September 8, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4507 awarded to you on August 11 by the State Highway Commission, for rock production on the Pendleton-La Grande Section of the Old Oregon Trail in Umatilla and Union Counties.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

30-8318
4507

August 15, 1955

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 awarded to you State Highway Contract No. 4507 for Pendleton-La Grande Rock Production Project on the Old Oregon Trail Highway in Umatilla and Union Counties.

This award was based on your bid of $81,000 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

20-1011 Judkins Point-Seven Oaks 1955
Screen Planting Proj., Pacific
#4508 Hwy.

RECEIVED
MAR 18 1957
FOR FILING
20-1011

11708

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 14, 1957

(CONTRACT NO.) 4508	(EST. NO.)	(CONTRACTOR)	
4508	7-Final	Knight Pearcy	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5674	H-175999	$ 784.44	3/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: to Dec. 15, 1956

Completion Date: Dec. 14, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized as of 3-15-57

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 15 1957
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 6 1957
FOR FILING

26-1-11

4508

March 6, 1957

CERTIFIED MAIL

Fidelity & Deposit Company
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4508 for work performed (screen planting) on the Judkins Point-Seven Oaks Section of the Pacific Highway in Douglas, Jackson and Lane Counties was completed by the contractor, Knight Pearcy, on December 14, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $784.44 will be released to the contractor on or after March 16, 1957. The total contract amount is $9,968.85 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co.
Baltimore 3
Maryland

NOTED ON CARD

RECEIVED
JAN 31 1957
FOR FILING

[illegible]

4508

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 30, 1957

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from June 1, 1956 to December 15, 1956 within which to complete your contract No. 4508, for screen planting on the Judkins Point-Seven Oaks Section of the Pacific Highway in Douglas, Jackson and Lane Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan.
Division Engineer

Gordon Spaulding,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JAN 2 - 1957
FOR FILING

20-16-11

4508

January 2, 1957

Oregon State Highway Commission

Request for extension of time
No. 1
January 22 and 23 meeting

Gentlemen:

Herewith is a request from the Knight Pearcy Company for an extension of time on the Judkins Point-Seven Oaks Section Screen Planting Project, Contract No. 4508, from June 1, 1956 to December 15, 1956.

The overrun on this contract was due to the fact that the contractor was obligated to replace nursery stocks that failed to grow last spring. In order to secure good strong plants it was necessary that the contractor wait until the matured plants could be secured for replanting.

We have suffered no inconvenience because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—1004—4-56

EGON STATE HIGHWAY DEPART NT

20-1011

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 15, 1956

Kind of work Screen Planting

Section Judkins Point-Seven Oaks

Section prefix 20-1011

Highway Pacific

Contract number 4508

Contractor Knight Pearcy

Date of completion May 31, 1956

Date of contract August 12, 1955

Estimated date of completion December 15, 1956

Date work started October 31, 1955

Per cent of time elapsed 100 + %

Project authorization $18,468.56

Exclusive of Engineering $17,155.24

Estimated cost of completed project, exclusive of engineering $15,150.83

Estimated per cent overrun or underrun - 13 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1,313.32

Date project was completed December 14, 1956

Engineering cost to date $1,009.36, 77 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Contractor completed all the required replacement planting on December 14th. These replacement plants were from a list made up on May 16, 1956, on which date ~~was~~ this project was completed except for these plants.

NOTED
L. H. Young

Signed A. L. Severson

NOTED

Address Box 551 Roseburg

NOTED
FORREST COOPER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96633

	Planting Trees	Planting Shrubs	Planting Vines	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
otal estimated quantities (contract)	1270	3380	1700		
otal quantities corrected to date	1198	2624	1650		
stimated quantities moved or placed to date	1198	2624	1650		
verage daily quantities					
verage daily quantities necessary to complete project on time					
umber shifts per day					
ours per shift					
verage force on project for week					

en

upervision

n and trucks under 3 tons

en and trucks over 3 tons

en and tractors

quipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

ompressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	Rain		
onday	"		
uesday	"		
ednesday	"		
ursday	"		
iday	"		
turday	"		

RECEIVED
SEP 9 1955
FOR FILING

20-1611
4508

September 8, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4508 awarded to you on August 12, 1955 by the State Highway Commission, for screen planting on the Judkins Point-Seven Oaks Section of the Pacific Highway in Douglas, Jackson and Lane Counties.

We are also mailing a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

- 1011
45-P

August 15, 1955

Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4508 for Judkins Point-Seven Oaks Screen Planting Project on the Pacific Highway, intermittent between Eugene and Central Point in Douglas, Jackson and Lane Counties.

This award was based on your bid of $10,416.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

12-1601 City of John Day (Main St.- 1955
S.W. 2nd Ave.) Grading and
#4509 Surfacing Project.

RECEIVED
DEC 8 - 1955
FOR FILING
12-1601
4509

December 6, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A notice has been forwarded to us from the Secretary of State in which the John Day Gravel Company advise that their claim against Lankford Bros. on Contract No. 4509 in the sum of $1,327.00 has been satisfied and released.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Lankford Bros.
P. O. Box 118
Nyssa, Oregon

Blackerby Insurance Agency
262 S. W. 11th Street
Ontario, Oregon

NOTED ON CARD

C O P Y

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Dec. 2, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We received from Yokom and Campbell, Lawyers, John Day, a satisfaction of a notice of claim executed by J. A. and Gladys I. Rutherford, our file No. 3531.

We are enclosing a copy of this satisfaction for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

(Re: Contract No. 4509)

RECEIVED
DEC 8 - 1955
FOR FILING

12-1001
4509

Rwise

December 6, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of December 2 to which was attached a statement from John Day Gravel Company, stating that their claim against Lankford Bros. on Contract No. 4509, in the sum of $1,327.00, has been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 2, 1955

4509

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We received from Yokom and Campbell, Lawyers, John Day, a satisfaction of a notice of claim executed by J. A. and Gladys I. Retherford, our file No. 3531.

We are enclosing a copy of this satisfaction for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. A. Stephens
Clerk
Records Division

NF:M
Enc.

REFERRED TO [illegible]
BY SECRETARY

[illegible] sent

RECEIVED
DEC 5 1955
OREGON
STATE HIGHWAY COMMISSION

gf

KNOW ALL MEN BY THESE PRESENTS That the undersigned, J. A. RETHERFORD and GLADYS IRENE RETHERFORD, dba JOHN DAY GRAVEL COMPANY, for and in consideration of the sum of $1.00 and other valuable consideration to them in hand paid by BAXTER C. LANKFORD, SAM E. LANKFORD and DONALD T. LANKFORD, co-partners doing business under the firm name and style of Lankford Bros., the receipt of which is hereby acknowledged, do hereby release that certain claim filed by J. A. RETHERFORD and GLADYS IRENE RETHERFORD, dba JOHN DAY GRAVEL COMPANY, for the sum of ONE THOUSAND THREE HUNDRED TWENTY-SEVEN and No/100ths DOLLARS against the bond of BAXTER C. LANKFORD, SAM E. LANKFORD and DONALD T. LANKFORD, co-partners doing business under the firm name and style of LANKFORD BROS., as principal and the United Pacific Insurance Co., as surety for the work of grading and surfacing John Day (Main Street - S. W. 2nd Ave.) section under Oregon State Highway Department No. 4509 awarded August 12, 1955. Said Claim being directed to the Secretary of State and filed on the 21st day of November, 1955, as claim No. 3531.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals this 30th day of November, 1955.

JOHN DAY GRAVEL COMPANY

By: J. A. Retherford (SEAL)
Partner

By: Gladys I Retherford (SEAL)
Partner

STATE OF OREGON)
: ss.
County of Grant)

On this 30th day of November, 1955, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named J. A. RETHERFORD and GLADYS IRENE RETHERFORD, dba JOHN DAY GRAVEL COMPANY, who are known to me to be the identical individuals described in and who executed the within instrument, and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon
My Commission Expires: 10-18-58

FILED
DEC 2 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
JAN 19 1956
FOR FILING

file

12-1681
4509

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST. HELENS AVENUE
TACOMA 1, WASHINGTON

December 1, 1955

Oregon State Highway Department
Oregon State Highway Commission
Salem, Oregon

Mr. H. B. Glaisyer, Secretary

Gentlemen:

Bond #226291 - Lankford Brothers, Principal
Oregon State Highway Commission, Obligee
Contract No. 4509

Acknowledging receipt of your letters dated November 10 and November 23.

Please be advised we have referred your letters and accompanying material to our Boise Branch Office for investigation and handling. As to the matter of the checks returned "N.S.F.", our Boise representative advised that the checks were cashed at the cafe with a request to hold same for a couple of days following which time money would be deposited to cover same. A new bartender at the cafe did not know they were to be held up and deposited them. When the checks were re-deposited, funds were in the bank to cover and they were cleared.

We appreciate your calling these matters to our attention and trust that matters will ultimately be worked out to everyone's satisfaction.

Very truly yours,

E R MacDougall
E. R. MacDougall
Claim Department

ERM:jg

NOTED
GLAISYER

NOTED
FLOYD QUERY

RECEIVED
DEC 5 1955
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

Query

November 23, 1955

Sportsmen Club
John Day
Oregon

Gentlemen:

A short time ago you wrote to this office stating that you were holding some NSF checks issued by Lankford Bros., who performed grading and surfacing work on Main Street-SW 2nd Avenue in the city of John Day, our contract #4509.

We have received a letter from United Pacific Insurance Company, surety for Lankford Bros., stating that these checks have been paid by Lankford Bros. Can you confirm this statement?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

UNITED PACIFIC
UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
BOISE OFFICE - 317 SUN BUILDING
POST OFFICE BOX 1572
BOISE, IDAHO

November 16, 1955

Commissioner
Oregon State Highway Department
Salem, Oregon

Subject: Lankford Bros., Contract No. 4509

Gentlemen:

In reference to your letter of November 10 notifying us of checks of Lankford Bros which are being held by the Sportsmen Club of John Day, Oregon, and other checks. These checks have been paid by Lankford Bros. This was occasioned by a misunderstanding with the cafe owners.

Yours very truly,

Owen Davis
OWEN DAVIS
Claims Department

REFERRED
BY

get information

RECEIVED
NOV 17 1955
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON
BOISE OFFICE - 317 SUN BUILDING
POST OFFICE BOX 1572
BOISE, IDAHO

November 16, 1955

Commissioner
Oregon State Highway Department
Salem, Oregon

Subject: Lankford Bros., Contract No. 4509

Gentlemen:

In reference to your letter of November 10 notifying us of checks of Lankford Bros which are being held by the Sportsman Club of John Day, Oregon, and other checks. These checks have been paid by Lankford Bros. This was occasioned by a misunderstanding with the cafe owners.

Yours very truly,

Owen Davis
OWEN DAVIS
Claims Department

REFERRED TO [illegible]
BY [illegible]

get information

RECEIVED
NOV 17 1955
STATE [illegible] COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
DEC 6 - 1955
FOR FILING

12-1601

Files

6

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 23, 1955

(CONTRACT NO.) 4509	(EST. NO.)	(CONTRACTOR)
4509	2 F	Lankford Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23573	H136933	$ 2,007.16	Nov. 23, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 9-30-55

Time Extensions: to 10-6-55

Completion Date: 10-6-55

Date Accepted: 11-3-55

Penalties: none

Claims: Yes. Regarding N.S.F. checks

Remarks:

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't. Secretary

Warrant Mailed: NOV 28 1955

Ruth Rawlings

gl

[illegible]

RECEIVED
NOV 29 1955
FOR FILING

12-1601
4509

November 23, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by John Day Gravel Company against Lankford Bros. for labor and materials furnished on Contract No. 4509 for grading and surfacing Main Street-S. W. Second Avenue in the city of John Day. The claim is in the sum of $1,327.00.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Lankford Bros.
P. O. Box 118
Nyssa, Oregon

Blackerby Insurance Agency
262 S. W. 11th Street
Ontario, Oregon

NOTED ON CARD
gl

COPY

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Nov. 21, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Yokom and Campbell, Lawyers, John Day, and filed as of today a notice of claim by John Day Gravel Company in the sum of $1,327.00 against the bond taken from Lankford Bros. Principal, and United Pacific Insurance Co. Surety, for labor and materials furnished under Highway Contract No. 4509, our file No. 3531.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo G. Stephens
Clerk
Records Division

To: The Secretary of State of the State of Oregon

Notice hereby is given that the undersigned, J. A. RETHERFORD and GLADYS IRENE RETHERFORD dba John Day Gravel Company, have a claim for:

September 15, 1955, 480 feet of ditch at 25 cents per foot..	$120.00
September 19, 1955, 5 yards of rock.................	12.50
September 19, 1955, 5 yards of Rock.................	12.50
September 19, 1955, 5 yards of sand.................	15.00
September 22, 1955, 5 yards of rock.................	12.50
September 22, 1955, 5 yards of Sand.................	15.00
September 22, 1955, 5 yards of Sand.................	15.00
September 22, 1955, 5 yards of Rock.................	12.50
September 22, 1955, 5 yards of Rock.................	12.50
September 22, 1955, 5 yards of Sand.................	15.00
September 22, 1955, 5 yards of Sand.................	15.00
September 28, 1955, 49 yards of Rock................	122.50
September 29, 1955, 118 yards of Rock..............	295.00
September 29, 1955, 85 yards of Rock..............	214.50
September 29, 1955, 130 yards of Rock..............	325.00
September 29, 1955, 45 yards of Rock..............	112.50

in the sum of ONE THOUSAND THREE HUNDRED TWENTY SEVEN AND NO/100 ------DOLLARS against the bond taken from Lester C. Lankford, Sam E. Lankford and Donald T. Lankford, co-partners doing business under the firm, name and style of Lankford Bros. at Nyssa, Oregon, (Post Office Box 118) as principal and the United Pacific Insurance Co., as surety in the amount of $7,945.00, for the work of grading and surfacing John Day (Main Street - S. W. 2nd Ave.) section under Oregon State Highway Department contract No.4509, awarded August 12, 1955.

IN WITNESS WHEREOF, the Parties hereto have hereunto set their hands and seals this 16th day of November, 1955.

JOHN DAY GRAVEL COMPANY

By: J. A. Retherford (SEAL)
Partner

By: Gladys I. Retherford (SEAL)
Partner

STATE OF OREGON)
: ss.
County of Grant)

I, J. A. RETHERFORD, being first duly sworn, say that I am one of the partners dba JOHN DAY GRAVEL COMPANY, in the within entitled claim and that the foregoing Notice of Claim is true as I verily believe.

J. a. Retherford

SUBSCRIBED AND SWORN To before me this 16th day of November, 1955.

Notary Public for Oregon
My Commission expires 10/18/58.

File No. 3531

FILED
NOV 21 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
NOV 29 1955
FOR FILING

12-1601
4509

[illegible]

November 23, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 21 to which was attached three copies of a claim filed with your office by John Day Gravel Company against Lankford Bros. for labor and materials furnished on our Contract No. 4509, your file No. 3531. The claim is in the sum of $1,327.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 21, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from [illegible] and [illegible], Attorneys, John Day, and filed as of today a notice of claim by John Day Gravel Company in the sum of $1,337.60 against the bond taken from Lankford Bros. Principal, and United Pacific Insurance Co. Surety, for labor and materials furnished under Highway Contract No. 4500, Our File No. [illegible].

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

ETN:M
Enc.

NOTED ON CARD
gl

RECEIVED
NOV 22 1955
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
YOKOM AND CAMPBELL
GRANT COUNTY BANK BUILDING
JOHN DAY, OREGON

November 18, 1955

Secretary of State
State Capitol Bldg.
Salem, Oregon

Gentlemen:

Please find enclosed the claim of the John Day Gravel Company in the amount of $1,327.00 against the bond of Lester C. Lankford, Sam E. Lankford and Donald T. Lankford, co-partners doing business under the firm name and style of Lankford Bros, as principal and United Pacific Insurance Co., as surety in connection with Labor and Material furnished to Lankford Bros. by the John Day Gravel Company in connection with Oregon State Highway Department, contract number 4509.

COPY

Very truly yours,

YOKOM & CAMPBELL

By:

J. R. Campbell

JRC/ca

cc: Lankford Bros.
P. O. Box 118
Nyssa, Oregon

United Pacific Insurance Co.
c/o Earl Backaby, Resident Agent
Ontario, Oregon

Oregon State Highway Commission
Salem, Oregon

RECEIVED
NOV 21 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 23 1955
FOR FILING

13-1401
4509

November 21, 1955

Lankford Bros.
P. O. Box 118
Nyssa, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1955 to October 15, 1955 within which to complete your contract No. 4509, for grading and surfacing on John Day (Main St.-N. W. 2nd Ave.) Section of the John Day-Burns Highway in Grant County.

We are pleased to inform you that the Highway Commission granted your request to October 6, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

W. S. Hodge,
Resident Engineer

Forrest Cooper,
Construction Engineer

6

RECEIVED
NOV 17 1955
FOR FILING

12-11-71
4509

November 16, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4509 for work performed on the John Day (Main St.-S.W. 2nd Ave.) Section of the John Day-Burns Highway in Grant County was completed by the contractor, Lankford Bros., on October 6 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $2,007.16 will be released to the contractor on or after November 26, 1955. The total contract amount is $7,126.90, of which amount $107.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Blackerby Insurance Agency
262 S. W. 11th St.
Ontario, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 15 1955
FOR FILING

12-1601
4509

[illegible]

November 10, 1955

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter has been received from the Sportsmen Club and Cafe, 121 East Main, John Day, stating that they are holding checks in the sum of $233.66 that have been written by Lankford Bros. for labor and have been returned marked "N.S.F." They also state that they have an order from James Buchanan for $51.75 on Lankford Bros. for wages. These checks may pertain to Lankford Bros. Contract No. 4509 for grading and surfacing Main Street and S. W. 2nd Avenue in the city of John Day.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Blackerby Insurance Agency
262 S. W. 11th Street
Ontario, Oregon

Lankford Bros.
P. O. Box 118
Nyssa, Oregon

[illegible]

RECEIVED
NOV 15 1955
FOR FILING

12 -1601
4509

?

Mrs Lewis

November 10, 1955

Sportsmen Club and Cafe
121 East Main
John Day, Oregon

Attention: Mr. Fred W. Legler

Gentlemen:

We have your letter of November 2 in which you state that you are holding two checks signed by Lankford Bros., marked "N.S.F.," and an order from James Buchanan for $51.75 on Lankford for wages. The Performance Bond, furnished to Lankford Bros. on their Contract No. 4509 for grading and surfacing Main Street and S. W. 2nd Avenue in John Day, is given to assure satisfactory completion of the contract and payment of bills which are incurred in the contract.

We are not certain whether the checks that you are holding constitute a claim against the contractor, as it appears that the checks may have been cashed by you for people who worked for Lankford Bros. However, we are entering your claim in our records and will follow our usual procedure of advising the contractor and the surety that your claim has been received. The surety in this case is the United Pacific Insurance Company, through Blackerby Insurance Agency, 262 S. W. 11th Street, Ontario, Oregon.

The State does not make a practice in any case of making payments direct to claimants. However, if you do have a claim against the contractor and you feel that it may be necessary to protect the claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file the claim with the Secretary of State. To assist you in preparing such a filing, we have attached excerpts from the Oregon Laws outlining the necessary procedure. Contract No. 4509 was completed on October 6, 1955 and accepted by the Highway Commission on November 3, 1955.

In a case where you are holding N.S.F. checks you, of course, have the regular recourse offered by the law covering instances where checks are issued without funds to cover.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:fp
Enclosure

1.

Contract # 4509

SPORTSMEN CLUB and CAFE
121 E. Main Phone 55
JOHN DAY, OREGON

Nov. 1 1955

Mr H. B. Glaisyer
Sec. of Highway Commission
Salem, Or.

Dear sir:

We are holding $233.66 in checks on the Lankford Brothers, that were given for labor and returned marked N.S.F.

Could you hold that amount out of their account

We also have an order from a James Buchanan for $51.75 on Lankford Bros. for wages

Anything you could do for us would be appreciated

Yours truly
Sportsman Club
Fred W. Zegler (partner

REFERRED TO
[illegible]
BY SECRETARY
prepare reply and
[illegible]

RECEIVED
NOV 4 1955
OREGON
STATE HIGHWAY COMMISSION

gl

RECEIVED
NOV 10 1955
FOR FILING

12-1601

4509

November 9, 1955

Yokom and Campbell
Grant County Bank Building
John Day, Oregon

Gentlemen:

Complying with your request of November 8, 1955, we are enclosing a certified copy of the contract bond between Lankford Bros. of Nyssa and the Oregon State Highway Commission.

This is our contract No. 4509, grading and surfacing project on the John Day-Burns Highway in the City of John Day.

Should you need additional information please contact us at any time.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt
Enclosure

LAW OFFICES
YOKOM AND CAMPBELL
GRANT COUNTY BANK BLDG.
JOHN DAY, OREGON

ORVAL D. YOKOM
J. R. CAMPBELL

PHONE 95

November 8, 1955

Oregon State Highway Department
Salem
Oregon

Gentlemen:

Please find enclosed the Affidavit of J. A. Retherford, a partner of the John Day Gravel Company requesting a certified copy of the contract bond between Lankford Bros. of Nyssa, Oregon, and the Oregon State Highway Commission. This request is made by virtue of O.R.S. Section 279.512.

Very truly yours,

YOKOM & CAMPBELL

By:

J. R. Campbell

JRC/ca

Encls:

RECEIVED
NOV 9 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
C.W.H.
BY SECRETARY

[illegible] certified copy of the contract — today [illegible]

HMS

#4509

Done 11/9/55 C.W.H.

NOTED
C. W. HEAD

STATE OF OREGON)
) ss.
County of Grant)

I, J. A. RETHERFORD, being first duly sworn, on oath do depose and say:

That I am one of the partners of the JOHN DAY GRAVEL COMPANY.

That during the months of September and October, 1955, I furnished $ 1,327.00 worth of gravel to LANKFORD BROS. in connection with the construction of storm sewers on U. S. Highway No. 395 and Canyon Blvd. within the Corporate Limits of the City of John Day.

That said storm sewer was constructed under contract between LANKFORD BROS. of Nyssa, Oregon and the OREGON STATE HIGHWAY COMMISSION. Said Contract is numbered 12-1601-252.

That under and by virtue of O.R.S. Sec. 279.512, I respectfully request that the OREGON STATE HIGHWAY COMMISSION forward to the JOHN DAY GRAVEL COMPANY a certified copy of said Contract and Bond.

J. A. Retherford

SUBSCRIBED and SWORN to before me this 8th day of November, 1955.

Notary Public for Oregon
My Commission Expires: 10-18-58

RECEIVED
OCT 1[illegible] 1955
FOR FILING

[illegible]
-4501

October 14, 1955

Request for extension of time
No. 16
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Lankford Brothers for an extension of time on the John Day (Main Street-S. W. 2nd Avenue) Section of the John Day-Burns Highway, Contract No. 4501, from September 30, 1955 to October 15, 1955.

The contractor was unable to work from September 12 to 17 because of excessive rain and then was stopped from working during the County Fair, September 21 to 24 inclusive.

The contract was actually completed on October 6, which was an overrun of six days and which should be allowed without penalty due to the reasons listed above. I so recommend.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:dt me

Enclosure

cc Mr. H. G. Smith

12-1601

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 8, 1955

Section John Day (Main St. - SW 2nd Ave.)

Kind of work Grading & Surfacing

Highway John Day - Burns

Section prefix 12-1601-900

Contractor Lankford Brothers

Contract number 4509

Date of contract August 12, 1955, 19

Date of completion Sept. 30, 1955, 19

Date work started Sept. 6, 1955, 19

Estimated date of completion Oct. 6, 1955, 19

Project authorization $14,900.63

Exclusive of Engineering $13841.03

Per cent of time elapsed 116.1 %

Estimated cost of completed project, exclusive of engineering $12,234.00

Per cent of contract completed, based on total contract price 50 %

Engineering authorization $1059.60

Engineering cost to date $ 850.00, 80.2 %

Date project was completed October 6, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor laid and processed base and leveling course Monday through Thursday, completing project Thursday. State forces will lay AC base course immediately.

On Oct. 6, 1955 Edgar B. Enyart was suspended for 10 days with termination effective thereafter due to being intoxicated on the job.

NOTED
H. G. SMITH

NOTED
L. H. Young

N
FORREST OOPER

RECEIVED
OCT 1 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth Berg

Address Long Creek, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.18			
Miles partially completed	0.18				
Miles completed	0.18				
Total estimated quantities	710				
Estimated quantities moved or placed to date	710				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	7				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1........, Rollers ....1........, Mixers ....1........, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....trucks 2 ....loader 1.............., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	fair		
Wednesday	rain		
Thursday	cool		
Friday	windy		
Saturday			

RECEIVED
JUL 11 1956

FOR FILING
12-1101
45[illegible]

A

September 28, 1955

Lankford Brothers
Ontario, Oregon

Attention: Mr. Donald Lankford
Partner

Gentlemen:

Acknowledgment is made of your letter of September 19 requesting that payment due you from the State Highway Commission for work performed under State Highway Contract No. 4509, grading and surfacing in the city of John Day, be made payable to Lonnie Ward as additional payee because of funds that Mr. Ward has advanced to you.

I am sorry but we cannot comply with your request in its present form. We will, however, be glad to honor an assignment of the funds to Mr. Ward in the event that the assignment is made on the State Highway Commission's standard assignment form and provided further that the United Pacific Insurance Company, surety on the bond furnished by you in connection with this job, will consent to the assignment without prejudice to the bond. In the event you wish to give Mr. Ward such an assignment of funds, please advise and we will prepare the proper form. The assignment must be for the exact amount of the monthly estimate or for all monies due or to become due you in connection with this job.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Ontario, Oregon
September 19, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Lonnie Ward has advanced us some funds and we wish to secure him in the repayment thereof from estimates to be due to us under Contract No. 4509. Would you be kind enough to add the name of Lonnie Ward as additional payee to any checks issued to us under said contract. If you can this will be your authority and direction to do so. It would be helpful.

Sincerely yours,

Lankford Bros.
By Donald T Lankford
Partner

ANSWERED
H. B. GLAISYER

RECEIVED
SEP 23 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 - 1955
FOR FILING

12-1601
4509

September 2, 1955

Lankford Bros.
P. O. Box 118
Nyssa, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4509, which was awarded to you by the State Highway Commission on August 12, for grading and surfacing on the John Day (Main St.-S.W. 2nd Ave.) Section of the John Day-Burns Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 15 1955
FOR FILING

12-1601
4509

August 15, 1955

Lankford Bros.
P. O. Box 118
Nyssa, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4509 for City of John Day (Main Street-S. W. 2nd Avenue) Grading and Surfacing Project in Grant County.

This award was based on your bid of $7,945 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC

18-3251 Chemult Sand Storage Shed 1955

#4510

18-3251 Chemult Sand Storage Shed 1955

#4510

A

18-3251
4510

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 29, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4510	3-Final	R. H. Jones	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18386	H-159487	$ 1,403.75	8/29/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to June 15, 1956

Completion Date: June 15, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-4-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

FORM E-123 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 30 1956
FOR FILING
[illegible]
4510

August 29, 1956

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from December 31, 1955 to June 15, 1956 within which to complete your contract No. 4510, for construting the Chemult Sand Shed in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Roy Norton,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 23 1956
FOR FILING

18-3251

4510

August 23, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4510 for constructing the Chemult Sand Shed in Klamath County was completed by the contractor, R. H. Jones, on June 15 and was formally accepted by the Highway Commission on August 16, 1956.

Final payment in the amount of $1,403.75 will be released to the contractor on or after September 4, 1956. The total contract amount is $11,230.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

A

RECEIVED
JUL 30 1956
FOR FILING

15-3251

4510

July 27, 1956

Request for extension of time
No. 9
August 16 and 17 meeting

Oregon State Highway Commission

Gentlemen:

Re: Chemult Sand Shed
Contract No. 4510

R. R. Jones, contractor on the Chemult Sand Shed in Klamath County, has requested an extension of time from December 31, 1955 to June 15, 1956, the date of completion of the project.

All work on this building was completed before the specified completion date with the exception of painting. The contractor was ordered to postpone this work until the arrival of suitable weather.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Attached

RECEIVED
SEP 16 1955
FOR FILING

18-3251
4510

September 15, 1955

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4510 which was awarded to you August 12, 1955, by the State Highway Commission, covering construction of Chemult Sand Shed in Klamath County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
AUG 15 1955
FOR FILING

18-3337
4510

August 15, 1955

Mr. R. H. Jones
Route 1, Box 258
Hillsboro, Oregon

Dear Sir:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4510 for construction of a Sand Storage Shed at Chemult in Klamath County.

This award was based on your bid of $11,230 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JUL 8 - 1955
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1955

SUBJECT: Sand Shed - Chemult

To: Mr. W. W. Stiffler
Asst. Highway Engineer

OFFICE

Dear Sir:

Herewith sketch showing proposed location of the sand shed budgeted for the Chemult Maintenance Station in 1955. This is heavy snow territory and the structure should have (Drawing 9881) a steep pitch roof for heavy snow load.

The proposed building should be 79' x 60' on treated piling augered into place. The floor elevation should be the same as the maintenance shop floor, 58.8, which is 8 tenths above the present ground at the shed site. State Forces will construct earth ramps, and install flood lights after the contractor completes the building.

Our estimate of cost: 60' x 79' equals 4740 sq. ft. at $2.30 per sq. ft. (cost of the Warm Springs sand shed bid July 1, 1955) equals $10,902, plus 12½%, $1,363 equals $12,265. Add $235 for earth ramps and floodlights by State Forces, brings the total to $12,500. Our budget item was $11,000.

We believe the over run can be taken care of within our 1955 budget total, however, inasmuch as Mr. Parson does not wish to build the two sand bunkers listed in the budget, but plans to construct a sand shed near Glover next year, the revised budget would be as follows:

	Budget	Revised
Warm Springs	$11,000	$12,500
Grande Ronde	1,000	1,000
Chemult	11,000	12,500
Austin	11,000	12,500
Emigrant Hill	15,000	16,500
Hilgard Sand Bunker	3,000	-
Cabbage Hill Sand Bunker	3,000	-
	$55,000	$55,000

APPROVED W. W. Stiffler
Assistant State Highway Engineer

Very truly yours,

I. A. DeFrance

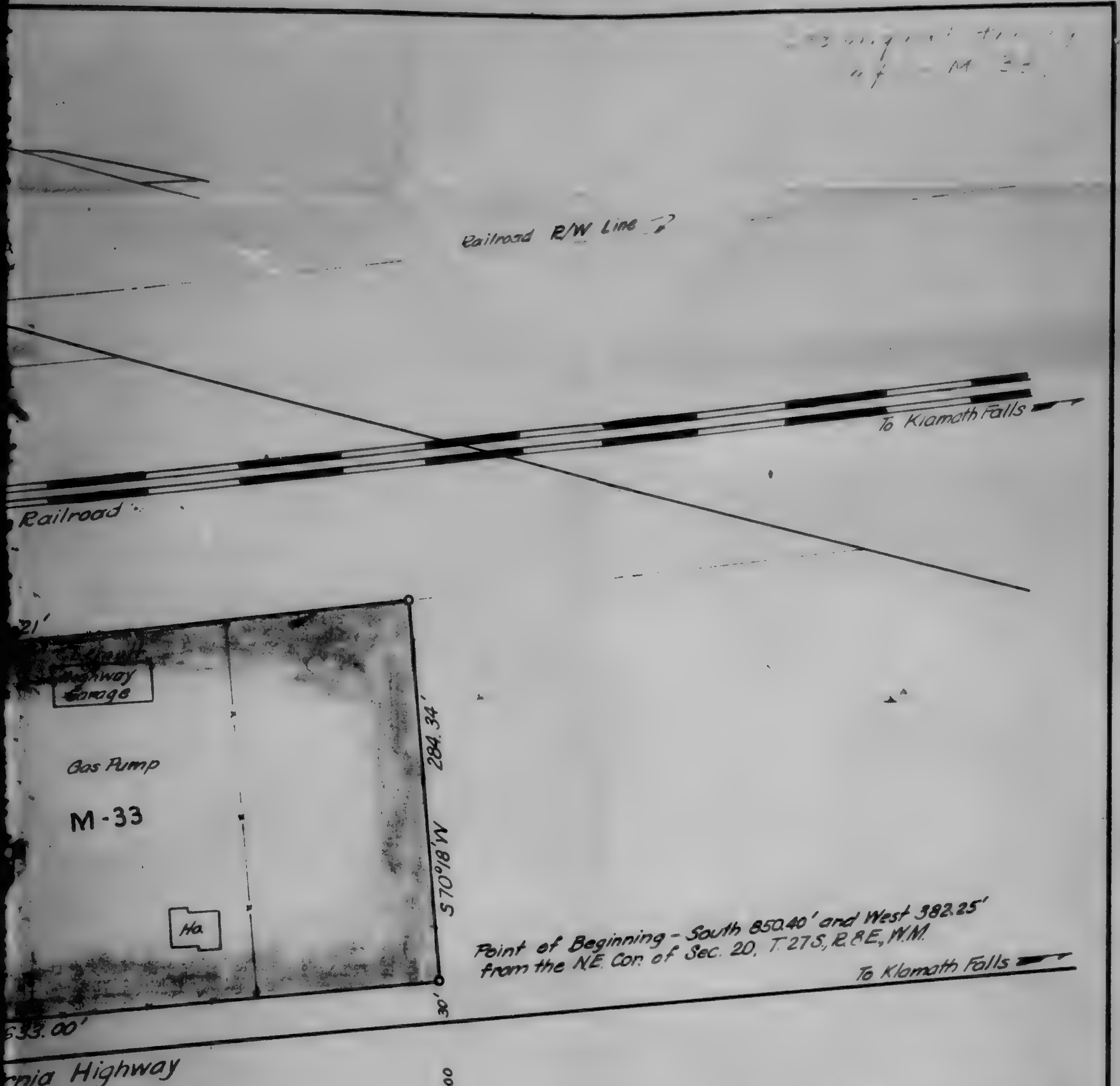
I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

file

IAD:ab

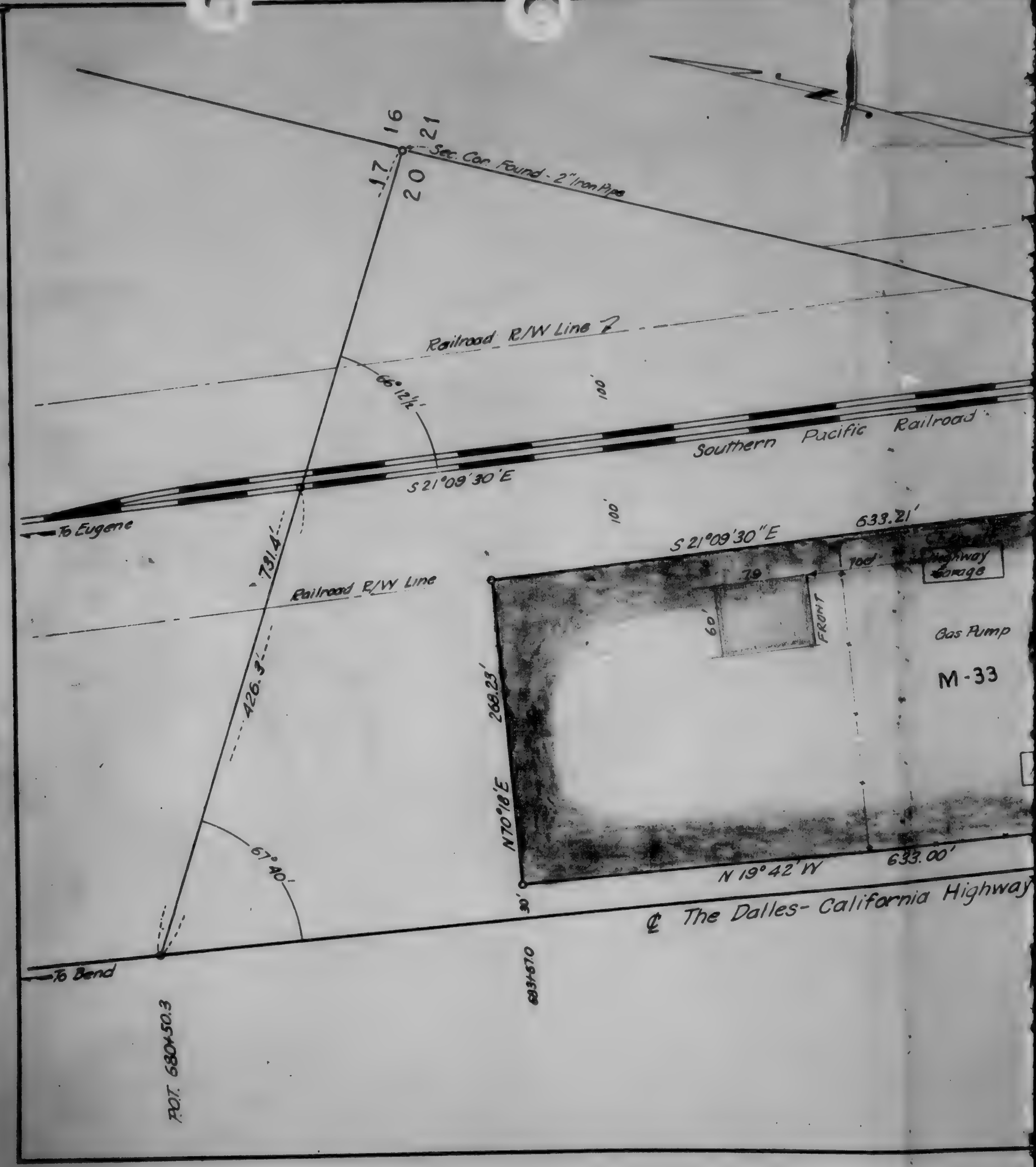
1R-1-318



CHEMULT

OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	U. S. Forest Service
For Chemult	Maint. & Stockpile Site
Highway	The Dalles–California
County	Klamath
Scale 1" = 100'	Date Jan. 1947

4B-17-6


16
21
17
20
Sec. Cor. Found - 2" Iron Pipe
Railroad R/W Line
66° 12½'
100'
Southern Pacific Railroad
S 21°09'30"E
To Eugene
100'
731.4'
Railroad R/W Line
S 21°09'30"E
633.21'
79
60'
FRONT
100'
Highway Garage
Gas Pump
M-33
268.23'
N70°18'E
426.3'
67° 40'
N 19°42'W
633.00'
30'
℄ The Dalles- California Highway
To Bend
P.O.T. 680+50.3
683+57.0

24-1608 Traffic Signals in City of 1955
Salem.
#4511

Files

RECEIVED
MAY 4 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 5, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4511	2-Final	Trowbridge Electric Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6550	B-147387	$ 1,710.00	4/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to May 28, 1956

Completion Date: March 8, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-2-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAY 3 1956

R Rawlings

RECEIVED
MAR 28 1956
FOR FILING

24-1608
4511

March 27, 1956

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4511 for installing traffic signals in Salem, Marion County, was completed by the contractor, Trowbridge Electric Co., on March 8, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,710.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $18,378.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

gl

RECEIVED
MAR 16 1956
FOR FILING

24-11
4511

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Trowbridge Electric Co.
136 W. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from January 29 to May 28, 1956 within which to complete your contract No. 4511, for installing traffic signals in Salem, Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 23 1956
FOR FILING

24-46 [illegible]
4511

February 20, 1956

Request for extension of time
No. 6
March 1 and 2 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Salem Traffic Signals
Contract No. 4511

Trowbridge Electric Company, contractor on the traffic signal installation in the City of Salem, has requested a second extension of time from January 29, 1956, to May 28, 1956, in which to complete the contract.

All work on this contract was completed before the expiration of the first time extension with the exception of painting the steel signal poles. This painting cannot be done until the arrival of suitable weather.

As there is no inconvenience to the traveling public nor will the State incur any additional engineering expense, it is recommended that this second time extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/dp

Attached

RECEIVED
FEB 8 1956
FOR FILING
[illegible]
4511

b

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

ebruary 7, 1956

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 31, 1955 to January 29, 1956 within which to complete your contract No. 4511, covering traffic signals installation in Salem in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 11 1956
FOR FILING

24-1608

4511

January 10, 1956

Request for extension of time
No. 12
January 26 and 27 meeting.

Oregon State Highway Commission
[illegible]

Gentlemen:

Re: Salem Traffic Signals
Contract No. 4511

Trowbridge Electric Company, contractor on the Salem Traffic Signals Installation in Marion County, has requested an extension of time from October 31, 1955, to January 28, 1956, in which to complete the contract.

Work was delayed from the date of the contract award to October 13 by the nonarrival of electrical equipment and material. All work was completed and the signals were in operation by November 10. The only remaining work to be done is the painting of the signal poles which cannot be done until the arrival of suitable weather.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

B

RECEIVED
SEP 28 1955
FOR FILING

24-1-11
4511

September 28, 1955

Trowbridge Electric Co.
136 N. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4511, which was awarded to you by the State Highway Commission on August 12, for installing traffic signals in City of Salem, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 29 1955
FOR FILING

34-16-7

4511

August 26, 1955

NOTED
W. C. WILLIAMS

Trowbridge Electric Company
136 N. Jackson
Roseburg, Oregon

Dear Sir:

The existing conduit mentioned in your letter of August 25, 1955 is shown on Sheets 5, 6 and 7 of the Church Street-17th Street section traffic signal plans. The locations of the conduit shown on the above-mentioned sheets are accurate and are shown as it was installed. All of the conduit designated as existing is buried to a depth of 12 inches.

Existing conduit shown on Sheets 6 and 7 has been installed in a joint use trench with series street lighting cable. At those points where it is necessary to excavate for a junction box installation, all precaution should be taken to leave the street lighting cable undisturbed.

Very truly yours,

W.C. Williams
Deputy State Highway Engineer

By F.B. Crandall
F.B. Crandall
Traffic Engineer

EG:imf
bc: ~~W.C. Williams~~
cc: ~~P.M.~~ Stephenson
L.L. Jensen

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1955
FOR FILING

221-1608
4511

August 15, 1955

Trowbridge Electric Co.
156 North Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4511 for installation of traffic signals in City of Salem in Marion County.

This award was based on your bid of $18,090 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 11 1955
FORM E-30 25M 9-51 82316

FOR FILING

[illegible]
4511

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1955

SUBJECT:

To: Mr. C. H. Maison
Accountant

NOTED
W. C. WILLIAM

Attached is City of Salem Warrant No. 8054 in the amount of $2,456.75. This amount when added to the $12,000 the city now has in the advance deposit fund represents the city share of the proposed signal installation project in Salem.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: W. C. Williams

RECEIVED
10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1955
FOR FILING

[illegible]
1511

4e-2
5/25/55

July 20, 1955

Mr. J. L. Fransen, City Manager
City Hall
Salem, Oregon

Dear Mr. Fransen:

The State Highway Commission at its meeting on May 25 discussed your letter of May 17 for the installation of traffic signals at the intersections of Marion and Center Streets with Church Street in the City of Salem. Also discussed was a report from the State Highway Engineer on the subject.

The Engineer recommended installation of fixed-time traffic signals at these two intersections at an estimated cost of $5,600, such expense to be shared equally by the City and the State. The Commission adopted the recommendation.

No doubt you previously have been informed of the action taken. This letter is simply to confirm it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: F. B. Crandall

RECEIVED
MAY 18 1955
FOR FILING

Maint
Traffic
Lights
Salem

May 17, 1955

Oregon State Highway Commission

Gentlemen:

We have received a request from the City of Salem for the installation of traffic signals at the intersections of Marion and Center Streets (US99E) with Church Street in the city of Salem. These intersections are immediately adjacent to other signalized intersections and form two of the corners of the block which will be occupied by the new Meier and Frank store. Traffic volumes on both the highway and city streets are very heavy and it is anticipated that, with the opening of the new store, pedestrian volumes will increase appreciably.

It is recommended that fixed-time traffic signals be installed at these two intersections. The installation is estimated to cost $5,600 and should be shared equally by the City and the State. There are sufficient funds in the 1955 Minor Betterment Budget for Traffic Signal Projects to be selected to cover this work.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

VJ:imf hi

City of Salem, Oregon

OFFICE OF CITY ENGINEER

May 17, 1955

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

On March 11, 1955, you submitted an estimate for the signalization of several intersections on Church Street; namely, State, Court, Chemeketa, Center and Marion Streets. The city was to stand the full cost of the State, Court and Chemeketa Street intersections with the Center and Marion Street intersections to be split equally between the state and the city.

This project has been considered by the city and has received their approval. I therefore ask that you proceed immediately with the preparation of necessary plans and specifications so that the work can be completed during the coming summer season.

At the present time we have a credit with your department that will cover preparations of plans and specifications.

Yours very truly,

J. L. Franzen

J. L. FRANZEN
City Manager

JHD:ps

FORM E-90 8SM 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1955

SUBJECT: Proposed Traffic Signal Installations
Marion and Center Streets
(US99E) at Church Street
Salem

To: Mr. W.C. Williams
Deputy State Highway Engineer
Office

There is attached a suggested draft recommending installation of traffic signals at the intersections of Marion and Center Streets with Church Street in the City of Salem. We will receive a request from the City within the next two days.

The City is also contemplating the installation of traffic signals at the intersections of State, Court and Chemeketa Streets with Church Street and desires that we prepare the plans and specifications for the city street as well as the State highway installation. It is estimated that preparation of plans and specifications for the city street installations will cost $100.

J. Al Head

J. Al Head
Assistant Traffic Engineer

VJ:imf
attachment

RECEIVED
JUL 18 1955
FOR FILING

211-1632
4511

NOTED
W. C. WILLIAMS

Salem, Oregon
July 12, 1955

C.W. Enfield
Chief Counsel
Office

Preparation of State-City Agreement
Proposed Traffic Signal Installations
City of Salem

At its meeting on May 25 and 26, 1955, the State Highway Commission approved the installation of certain traffic signals on State Highways in the City of Salem. The City has asked the Highway Department to include in the contract covering these installations the installation of traffic signals at certain city street intersections within the city. Will you please prepare the necessary State-City agreement.

It is believed that the agreement should cover the following points:

1. It is proposed to install traffic signals in accordance with the attached plans at the following intersections:
   a. On urban extensions of State Highways
      Marion Street (Pacific Hwy. E, No. 1E) and Church Street
      Center Street (Pacific Hwy. E, No. 1E) and Church Street
      State Street, (Silver Creek Falls Hwy. No. 136) and 17th Street
   b. On City streets:
      Chemeketa Street and Church Street
      Court Street and Church Street
      State Street and Church Street
      Center Street and 17th Street
      Mission Street and High Street

2. The installation is estimated to cost $23,100.

3. The State shall make the installation either with its own forces or by contract, and in the first instance, pay all costs thereof. The final cost shall be shared on the basis of the City paying 13/16ths and the State paying 3/16ths of the total cost.

4. The City shall furnish as a part of its contribution to the project the following equipment:
   6 two-phase fixed time traffic signal controls with cabinets
   2 two-phase fully actuated traffic signal controls with cabinets, amplifying relays and pedestrian interval timers.
   This material shall conform in every respect with the standard specifications of the Oregon State Highway Department. The City shall receive a credit of $4,312 for furnishing this material.

5. The City's share of the cost is estimated to be $18,768.75. The City has on deposit with the State a warrant for $12,000. When returning the signed agreements the City shall submit its check for $2,456.75.

6. The City shall maintain all of the traffic signals installed under this agreement and pay for electrical energy consumed. In the instance of the State Highway section, the City shall make no changes in the timing program without prior approval in writing from the State.

7. It is agreed between the parties concerned that at such time as the material installed at the State Highway intersections covered by this agreement is in need of replacement, the cost of such replacement shall be shared equally by the City and the State.

If after preparation, you will submit the agreements to this office through Mr. Williams' office, we will check them and care for the processing.

F.B. Crandall
Traffic Engineer

By Val Johnson
Val Johnson
Traffic Control Engineer

VJ:if

attachments
cc: W.C. Williams ✓
J.W. Cattrall

RECEIVED
MAR 14 1955
FOR FILING

24-1008
1511

March 11, 1955

Mr. J. L. Franzen
City Manager
Salem, Oregon

Dear Sir:

On March 1, Mr. J. H. Davis, City Engineer, called Mr. J. Al Head, of this Department, and asked for an estimate of cost of installing traffic signals at certain intersections on Church Street. We have prepared these estimates, and the data are summarized in the table below:

Intersections	Total Cost	City's Share
State, Court, and Chemeketa	$ 6,900	$6,900
Center and Marion	5,600	2,800
Total	$12,500	$9,700

As is shown in the table, signalization of the five intersections from State to Marion Street, inclusive, is estimated to cost $12,500. The State would share in the cost of the two state highway intersections in the amount of $2,800. The City's share (total estimated cost) would be $9,700. If this work can be done at the same time as the P.G.E. Company extends the lighting system to Church at Center and Marion Streets, or following this work, it will be possible to save $500 on the $5,600 estimate.

We were also asked to submit an estimate of the cost of preparing plans and specifications for the State, Court, and Chemeketa Street intersections. This work is estimated to cost $100.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

JAH:mm me

cc Mr. F. B. Crandall

RECEIVED
MAR 4 1955
FOR FILING

211-16.8
4511

Salem, Oregon
March 1, 1955

Request to Prepare Cost Estimate
Traffic Signal Installation
Church Street - State to Marion Street
Section

Val Johnson
Traffic Control Engineer
Office

Mr. J. H. Davis, City Engineer, called me this date at the request of Mr. Franzen and asked for us to proceed with the preparation of an estimate for the installation of traffic signals on Church Street at State, Court, Chemeketa, Center and Marion. He also asked that we coordinate our cost estimate with the Portland General Electric Company, who is presently contemplating the extension of the downtown illumination system to Church Street between State and Marion, the thought being that we might be able to lay conduit for interconnect at the same time PGE is laying conduit for their electrical work, use their joint poles for the placement of traffic signals, et cetera. I believe some of the poles have already been placed downtown and may not be on the proper quadrant, but as long as the poles have been placed, it is felt that we might acquiesce to the misplacement of the pedestrian signal in the interest of economy.

In working out your estimate, it probably would be well to work out some kind of a percentage split that would be made in the event that we let this in one over-all contract for the State would participate in the two installations at Marion and Center and the other three intersections would be the full responsibility of the City. It also would be well to submit an estimate of the cost preparing plans for the intersections of State with Church, Court with Church and Chemeketa with Church so that we could advise the City of this cost. At such time as you have completed this work, prepare a suggested draft to be routed to Mr. Williams, addressed to Mr. J. L. Franzen and in the suggested draft make reference to Mr. Davis' phone call of this date, so that the subject will be tied back for Mr. Franzen's benefit.

J Al Head
J. Al Head
Assistant Traffic Engineer

JAH:jr
cc - W. C. Williams

24-3315 Detroit Lake State Park 1955
Overnight Camp Facilities.
#4512

W C W

RECEIVED
[illegible] 1957
FOR FILING

24-2315

4512

FORM 2-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 14, 1957

Mr. L. W. Hancock
5105 Silverton Road
Salem, Oregon

Re: Contract No. 4512
Enoch I. Maers
Detroit Lake State Park

W. C. WILLIAMS

Dear Mr. Hancock:

This letter will confirm our telephone conversation of this date, regarding the above-entitled matter.

A copy of your claim filed with the Secretary of State has been received by this office and a copy was forwarded to the Massachusetts Bonding and Insurance Company, Lumbermens Building, Portland, Oregon, on January 16, 1957.

You are advised that final payment on the above-mentioned contract was made to the contractor on January 8, 1957. In view of the fact that we are no longer holding any funds due the contractor, it is my opinion that it will be necessary for you to assert your claim, if any, against the contractor's faithful performance bond filed pursuant to ORS 279.510.

Very truly yours,

JRP

J. ROBERT PATTERSON
Assistant Attorney

JRP:mm

cc: W. C. Williams
Forrest Cooper
H. B. Glaisyer

RECEIVED
MAR 14 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 21 1957
FOR FILING

[redacted]

January 16, 1957

Bonding & Insurance Co.
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr.
Manager

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by L. W. Hancock against Enoch I. Maers, in the sum of $1,528.71, in connection with work on the Detroit Lake State Park camp facilities, our Contract No. 4512. The claim is for damages to a grader owned by Mr. Hancock.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Bourland Insurance Agency
415 North High Street
Salem, Oregon

Mr. Enoch I. Maers
615 South Lancaster Drive
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

ORS 279-314
withholding
279-522-512
action on Bond
43 Am
Public Works & Contracts 800-802
Sect 58, 59, 60

Bond
279-510

COPY

5105 Silverton Road
Salem, Oregon
January 4, 1957

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Sir:

Notice is hereby given that the undersigned, L. W. Hancock, has a claim for: Use of Grader, $150.00; Tire Damage $400.00; Repair Bill for Cracked Transmission Case & Chipped Gears, 978.71; in the sum of $1528.71, against the bond taken from Enoch L. Maers, whose surety is the Massachusetts Bonding & Insurance Company, for State Project #4512, Detroit Lake State Park Overnight Camp Facilities.

Yours truly

L. W. HANCOCK

ENDORSED
File No. 3571
Filed Jan. 4, 1957
EARL T. NEWBRY, Secretary of State

TED ON CARD

RECEIVED
JAN 16 1957
FOR FILING

21 2215

4512

January 16, 1957

Hon. Mark H. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 4 to which was attached three copies of a claim filed with your office by L. W. Hancock, in the sum of $1,528.71, against Enoch I. Mears on Contract No. 4512, your file No. 3571.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 4, 1957

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of this date, a notice of claim by L. W. Hancock for damages in the sum of $1,528.71, against the bond taken from Enoch L. Maerz, Principal, and Massachusetts Bonding & Insurance Company, Surety for State Project #4512, Detroit Lake State Park Overnight Camp Facilities, our file No. 3571.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo O Stephens
Clerk
Records Division

GS:M
Enc.

RECEIVED
JAN 8 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 7, 1957

(CONTRACT NO.) 24-3315	(EST. NO.)	(CONTRACTOR)	
4512 4512	10-Final	Enoch I. Maers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28785	H-169930	$ 3,057.94	1/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to 7-15-56 with liquidated damages to be assessed from that date to completion of contract

Completion Date: Nov. 9, 1956

Date Accepted: Dec. 17, 1956

Penalties:

Claims: A claim was filed by J-C Company, Inc. in sum of $4,475.44 which has not been settled according to our records

Remarks:

[illegible] liquidating damages [illegible] assessed
7/15/56 to completion

Date: 1-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JAN 8 1957
Ruth Rawlings

RECEIVED
DEC 28 1956
FOR FILING

[illegible]

4512

December 27, 1956

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4512 for work performed in connection with Detroit Lake State Park overnight camp facilities in Marion County was completed by the contractor, Enoch I. Maers, on November 9 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $3,057.94 will be released to the contractor on or after January 7, 1957. The total contract amount is $28,722.41, of which amount $239.33 represents force account items.

There is a claim filed against this project by J-C Company, Inc. for labor and equipment in the sum of $4,475.44, of which you have been previously notified.

This notice is sent to you as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

Lewis

RECEIVED
NOV 27 1956
FOR FILING
24-3315
4512

November 21, 1956

Mr. Clarence B. Porter
Claims Adjuster
1027 Spalding Building
Portland 4, Oregon

Dear Sir:

Thank you for your letter of November 19 to which you attached copy of a statement signed by Roy Livingston stating that his claim and that of August H. Petsch against Enoch L. Myers on Contract No. 4512 have been paid in full in the sum of $1,194.50.

Mr. Livingston's claim was originally filed with us on July 7 in the amount of $1,462.00, and Mr. Petsch's claim was filed on July 13 in the sum of $340.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WAQ:fp

cc Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

CLARENCE D. PORTER
CLAIMS ADJUSTER
1027 FAILING BUILDING
PORTLAND 4, OREGON

FIDELITY - SURETY - BURGLARY
CLAIMS EXCLUSIVELY

BONDING INVESTIGATIONS

CA 3-2746

November 19, 1956

Mr. Herbert Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

There were filed with you two claims, one of Roy Livingston and the other by August M. Fetsch in connection with State contract 4512 and against Enoch I. Maerz. Both of these claims were liquidated by Mr. Enoch Maerz, and attached is a photostatic copy of receipt verifying that statement.

Will you kindly adjust your records accordingly.

Yours very sincerely,

Clarence D. Porter

Clarence D. Porter

CDP:DP

REFERRED TO [illegible]
BY SECRETARY
[illegible]

RECEIVED
NOV 20 1956
OREGON
STATE HIGHWAY COMMISSION

[illegible]

July 17, 1956

Recieved from Enoch I. Maers the sum of Eleven Hundred Ninety Four and 50/100 ($1194.50) dollars in full payment of my claim for labor and services in connection with Detroit Project -- Contract #4512 including services of truck drivers hired by me--- namely Wayne Fetters, Thormson, Douglas and Fetch whom I agree to pay.

Roy Livingston

Roy Livingston

Pho 2-8773

2115 Hollywood Dr.

RECEIVED
NOV 27 1956
FOR FILING

24-3315

4512

Lewis

71

November 21, 1956

Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J.F. Lambo, Jr.
Manager

Gentlemen:

We have received a statement signed by Mr. Roy Livingston in which he writes as follows:

> "Received from Enoch I. Maers the sum of Eleven Hundred Ninety Four and 50/100 (1194.50) dollars in full payment of my claim for labor and services in connection with Detroit Project — Contract #4512 including services of truck drivers hired by me—— namely Wayne Fetters, Thornsen, Douglas and Fetch whom I agree to pay."

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Bourland Insurance Agency
415 N. High Street
Salem, Oregon

Mr. Enoch I. Maers
615 S. Lancaster Drive
Salem, Oregon

NOTED ON CARD

RECEIVED
AUG 13 1956
FOR FILING

24-3315
4512

July 16, 1956

The Honorable Earl T. Newbry
Secretary of State
State Capitol Building
Salem, Oregon

Dear Mr. Newbry:

Thank you for your letter of July 13 and the three copies of the claim attached which were filed with your office by William D. Miller in behalf of August M. Fetsch against the J. C. Company and Enoch I. Mears for labor furnished on Contract No. 4512, your file number 3562. This claim is in the sum of $340.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:pp

NOTED ON CARD

Lewis

RECEIVED
AUG 13 1956
FOR FILING

24-3315
4512

July 16, 1956

Mr. J. T. Lewis, Jr., Manager
Massachusetts Bonding & Insurance Company
Portland Branch Office
Lumbermen's Building
Portland 4, Oregon

Dear Mr. Lewis:

Attached is a copy of a claim which has been filed with the Secretary of State by William D. Miller in behalf of August H. [illegible] in the amount of $[illegible] for wages on Contract No. 4512 awarded to Enoch I. Moore for construction of camp facilities in Detroit Lake State Park.

It appears that the claim in the first instance was against the J. C. Company who operated as subcontractors on this project.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]
Attachment

cc: Mr. Enoch I. Moore
615 South Lancaster Drive
Salem, Oregon

Rowland Insurance Agency
415 N. High Street
Salem, Oregon

Messrs. Ben R. Chandler
Chas. H. Reynolds
M. H. [illegible]
R. H. Baldock
W. C. Williams

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 13, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from William D. Miller, Attorney at Law, 117 Pacific Building, Salem, Oregon, and filed as of this date, a notice of claim by August M. Fetsch for wages in the sum of $340.00 against the bond taken from J. C. Company, principal and Massachusettes Bonding and Insurance Company, surety, for both the general and sub-contractors under State Highway Contract No. 4,512.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

C. C. Stephens
By
Clerk, Records Division

NF:K
Enc.3.

REFERRED TO
BY SECRETARY

RECEIVED
JUL 16 1956
STATE HIGHWAY COMMISSION

OFFICE PHONE 4-2828 RESIDENCE PHONE 4-2466

WILLIAM D. MILLER
ATTORNEY AT LAW
417 PACIFIC BUILDING
SALEM, OREGON

July 12, 1956

Office of the Secretary of State
State of Oregon
Salem, Oregon

Re: August M. Fetsch--Contract 4,512

Dear sir:

Please be advised that the above named person has a wage claim on the above contract in the amount of $340.00. I understand that Mr. Maerz was a general contractor and that the J. C. Company owned and operated by Mr. John Clark was the sub-contractor, and that Massachusettes Bonding and Insurance Company carried the bonds for both the general and sub-contractors.

I am writing this for purposes of notice.

Yours truly,

Wm. D. Miller J.V.

Wm. D. Miller

WDM/jkv

cc. to:
Abrhams & Skinner
411 Masonic Building
Salem, Oregon

3562

FILED
JUL 13 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
[illegible]
NEWBRY

RECEIVED
JUL 11 1956
FOR FILING

24-3315

4512

Lewis

July 6, 1956

Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambo, Jr.
Manager

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Roy Livingston against Enoch I. Mears for road equipment furnished on Contract No. 4512 for construction of overnight camp facilities at Detroit Lake State Park. The amount of the claim is $1,462.00.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

PAQ:fp
Enc.

cc Dourland Insurance Agency
415 N. High Street
Salem, Oregon

Enoch I. Mears
615 S. Lancaster Drive
Salem, Oregon

OTED ON CARD

STATEMENT

To: State Of Oregon

Notice hereby is given that the undersigned ROY LIVINGSTON has a claim for contrat #4512 awarded to Enoch I. Meerz, for construction of overnight camp facilities at Detroit Lake State Park, For the sum of $1462.00 bond given by Massachuetts Bonding & Ins. Co, for the use of road equipment.

Roy Livingston
Signed

3561

FILED
JUL 5 1956
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
JUL 11 1956
FOR FILING

24-3315

4512

July 6, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of July 5 which had attached to it three copies of a claim filed with your office by Roy Livingston against Enoch I. Maerz, in the sum of $1,462.00 for road equipment furnished on Contract No. 4512, your File No. 3561.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD
JP

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible], [illegible]

[illegible]

[illegible]:

[illegible] .00 [illegible]

[illegible] infor-
[illegible].

[illegible] records.

[illegible]s,

[illegible]

Geo C Stephens
Cle[illegible], [illegible] Division

RECEIVED
JUL 6 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
gl

RECEIVED
JUL 3 1956
FOR FILING

24-3315

4512

July 3, 1956

Mr. Roy Livingston
2595 Hollywood Drive
Salem, Oregon

Dear Mr. Livingston:

There has just been referred to me by the Secretary of State what evidently is notice of your claim against Enoch L. Maers, contractor for the construction of camp facilities at the Detroit Lake State Park, State Highway Contract No. 4512.

The form in which you have filed your claim is not satisfactory. You will have to make a separate statement following substantially the form that is contained in the excerpts of the law that I gave you when you were in my office. You can have it either typewritten or write it in long hand, but your statement should follow the form as indicated in the excerpts. The excerpt is quite clear as to how the filing should be made, but if there still exists some doubt in your mind as to what you should do, I would suggest that you drop into my office and I will endeavor to explain it.

I am returning the papers that you sent to the Secretary of State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

Form E-1—10M—10-55

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

24-3315
4512

For Week Ending June 30, 1956

Section Detroit Lake State Park

Highway North Santiam

Contractor Enoch I. Maerz

Date of contract August 12, 1956

Date work started , 19

Project authorization $

Exclusive of Engineering $

Estimated cost of completed project, exclusive of engineering

Estimated per cent overrun or underrun

Per cent of contract completed, based on total contract price

Engineering authorization $

Engineering cost to date $, %

Kind of work Overnight Camping Facilities

Section prefix 24-3315-900

Contract number 4512

Date of completion December 31, 1956

Estimated date of completion , 19

Per cent of time elapsed %

See report of Mr. Jensen, Resident Bridge Engineer

$

%

%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed all surfacing and cleanup in park area on Friday.

Park opened to public on Saturday with exception of flooded areas.

Contractors work completed with exception of flooded areas and burning of stumps now covered by water. This work to be done subsequent to lowering of lake water which is to begin on July 18th.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
JUL - 3 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
[illegible]

NOTED
V. D. WOLFE

RECEIVED
[illegible] 1956
OFFICE OF
CONSTRUCTION ENG.

Signed Resident Engineer

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Single Classification Total estimated quantities (contract) Spec.	2200 Bor. 3500	1600			
Single Classification Total quantities corrected to date Spec.	3000 Bor. 3000	1500			
Single Classification Estimated quantities moved or placed to date Spec.	3000 Bor. 2900	1350			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 2 1956
FOR FILING

24-3315

June [illegible], 1956

Request for extension of time
No. 4
July 12 and 13 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Detroit Lake State Park
Overnight Camp Facilities
Contract No. 4512

[illegible] L. Moore, contractor on the Detroit Lake State Park Overnight Camp Facilities, has requested a second extension of time from May 31, 1956, to November 30, 1956, in which to complete the contract.

At the present time, 97 percent of the work has been completed, and all work is expected to be completed by July 15, 1956. The remaining work is minor in character and does not interfere with the use of these facilities by the public.

It is recommended that this second extension of time be granted to July 15, 1956, without penalty. It is also recommended that engineering penalties should be assessed for any work done by the contractor after July 15, 1956. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PHS/dp
Attached

RECEIVED
JUN 28 1956
FOR FILINGS

Files

Lewis

24-2315
4512

June 27, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 25 which had attached to it three copies of a claim filed with your office by J-C Company, Inc., against Enoch I. Mears on Contract No. 4512 for construction of park facilities at Detroit Lake State Park. The claim is in the sum of $4,475.44 and bears your file No. 3560.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. R.H. Baldock
Mr. W. C. Williams

NOTED ON CARD
gf

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 25, 1956

Mr. H. B. Glaisyer, Secretary
Oregon Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Osterman & Williams, Attorneys, Salem, and filed as of June 22, 1956, a notice of claim by J-C Company, Inc. for work, labor and services performed and equipment furnished to Enoch I. Maerz, Principal, and Massachusetts Bonding and Insurance Company, Surety, in the sum of $4,475.44, for work performed on park facilities on State-Highway Commission-controlled property at Detroit Reservoir, Highway Contract No. 4512, our file No. 3560.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo Stephens
Clerk
Records Division

GS:M
Enc.

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JUN 28 1956
FOR FILING

24 [illegible]

4512

Lewis

June 27, 1956

Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambo, Jr.
Manager

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by J-C Company, Inc., against Enoch I. Maers for labor, equipment, and services furnished on Contract No. 4512 for construction of overnight camp facilities in Detroit Lake State Park. This claim is in the sum of $4,475.44.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Bourland Insurance Agency
415 N. High Street
Salem, Oregon

Enoch I. Maers
615 S. Lancaster Drive
Salem, Oregon

NOTED ON CARD

RECEIVED
JUN 28 1956
FOR FILING

24 [illegible]

4512

Lewis

June 27, 1956

Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. P. Lambo, Jr.
Manager

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by J-C Company, Inc., against Enoch I. Mears for labor, equipment, and services furnished on Contract No. 4512 for construction of overnight camp facilities in Detroit Lake State Park. This claim is in the sum of $4,475.44.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Bourland Insurance Agency
415 N. High Street
Salem, Oregon

Enoch I. Mears
615 S. Lancaster Drive
Salem, Oregon

NOTED ON CARD

NOTICE:

TO: THE STATE OF OREGON (by and through its Highway Commission)

OFFICE COPY

NOTICE HEREBY IS GIVEN that the Undersigned, the J-C Company, Incorporated, has a claim for work, labor and services performed and equipment furnished to Enoch I Maerz, Contractor, between the 7th day of September, 1955 and the 23rd day of June, 1956, all in accordance with the contract which is hereunto attached, marked Exhibit A, and made a part of this notice, which said contract relates to Oregon State Highway Commission Job No. 9036, Contract 4512, dated 8-12-55, Prefix 24-3315, and against said Enoch I. Maerz, Contractor, who without cause and in violation of the terms of said contract and the Standard Specifications for Highway Construction referred to therein, has discharged said J-C Company, Inc., which is ready, willing and able to perform the balance of the work due under said contract, from further work under said contract, as of June 21, 1956, and which said claim is in the sum of:

For work performed prior to June 22, 1956, according to the contract (which is all of the work required to be performed except for Items No. 6 A and No. 7 on page 2 of said contract)	$5,724.80	
Less amount heretofore paid to or on behalf of claimant	4,219.36	
		$1,505.44
(and on account of which the said Contractor has heretofore been paid, by the State of Oregon acting through its Highway Commission the sum of $6,595.43)		
For work which claimant is ready, willing and able to perform under said contract, being Items No. 6 A and No. 7, page 2 of said Contract, but which claimant is prevented by said contractor from performing		$2,920.00
Total:		$4,475.44

against the bond taken from Enoch I. Maerz Principal, and Massachusetts Bonding and Insurance Company, Surety, for the work of said Enoch I. Maerz, Contractor, in the performance of park facilities on

File No. 3560

FILED
JUN 22 1956
EARL T. NEWBRY
SECRETARY OF STATE

State-Highway-Commission-controlled property at Detroit Reservoir approximately 18 miles east of Mill City on the North Santiam Highway in Marion County, Oregon, as provided in a contract, as modified, between said contractor and the Oregon State Highway Commission, Job No. 8036, Contract 4512, dated August 12, 1955.

Dated this 22nd day of June, 1956.

J-C Company, Inc.

By: Floyd W. Clark
Vice President

3560

/

Exhibit A

THIS AGREEMENT, made and entered into this 7th day of September, 1955 by and between ENOCH I MAERZ, 615 So. Lancaster, Salem, Oregon, party of the first part, and J.C. COMPANY, 3240 Triangle Drive, Salem, Oregon, Party of the second part;

WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of August 12, 1955, enter into a contract with the State of Oregon through its State Highway Commission for the construction of the following described work, to-wit: DETROIT LAKE STATE PARK OVERNIGHT CAMP FACILITIES ON SANTIAM HIGHWAY, IN MARION COUNTY. JOB NO. 8036, CONTRACT 4512, PREFIX 24-3315.

which said contract is known and designated as State Highway Contract No. 4512, and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects it is necessary that all subcontracts carry the same stipulations, limitations and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. 4512 for which the said first party is principal contractor.

3560

FILED
JUN 22 1956
EARL T. NEWBRY
SECRETARY OF STATE

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed: TO PERFORM WORK AS LISTED BELOW FOR PRICES PER UNIT BID;

Item No.	Item and Quantity	Unit Price	Amount	
1.	Overnight Camp Area: Clearing and Grubbing All Required-For..... Lump Sum	$____	$1,860.00	
2.	Drainage Excavation, Unclassified 120 Cu. Yds. For ....Per Cu. Yd.	$ .90	$ 108.00	
3.	General Excavation, Unclassified 320 Cu. Yds. For .... Per Cu. Yd.	$ .40	$ 128.00	
4.	Special Borrow Excavation, Unclassified 3,500 Cu. Yds. For .... Per Cu. Yd.	$ .70	$2,450.00	
5.	18-inch C.M. Pipe Arches 180 Lin Ft. For .... Per Lin. Ft.	$ 3.30	$ 594.00	
6.	A. Course Material in Base If bought Material 800 Cu. Yds. For .... Per Cu. Yd,	$ 3.00	$2,400.00	
	B. Course Material in Base If Borrow excavation can be Used 800 Cu. Yds. For ....Per Cu. Yd.	$ .70	$ 560.00	
7.	Hauling and Placing 3/4" -0 Base Material 800 Cu. Yds. For .... Per Cu. Yd.	$ .65	$ 520.00	
8.	Sprinkling 40 M-Gals. For ....Per M. Gal.	$ 2.00	$ 80.00	3560
9.	Prepare Camp Sites 64 Only For .... Per each	$10.00	$ 640.00	

FILED
JUN 22 1956
EARL T. NEWBR
SECRETARY OF STATE

Detroit Lake Park Overnight Camp Facilities Bid Sheet 2 of 2

Item No.	Item and Quantity	Price Unit	Amount
10.	Boat-Launching Area: Clearing and Grubbing All Required For ....Lump Sum	$_____	$ 250.00
11.	Excavation, Single Classification 2,200 Cu. Yds, For ....Per Cu. Yd.	$ .30	$ 660.00
12.	Leveling Parking Area All Required For ....Lump Sum	$_____	$ 220.00

TOTAL AMOUNT OF BID $________________

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans

3560

FILED
JUN 22 1956
EARL T. NEWBRY
SECRETARY OF STATE

and specifications therefor, and that each and every requirement of the said Contract No. ________ governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this ________________ day of ________________, 19__.

ENOCH I. MAERZ
By Same
Its Owner
Party of the First Part

____
By JOHN CLARK, Pres.
Its The J-C. Co. Inc.
Party of the Second Part

3560

FILED
JUN 22 1956
EARL T. NEWBRY
SECRETARY OF STATE

Form E-1—10M—10-55

A

OREGON STATE HIGHWAY DEPARTME

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

24-3315

For Week Ending June 23, 1956

Section Detroit Lake State Park

Highway North Santiam

Contractor Enoch I. Maerz

Date of contract August 12, 1956

Date work started ...., 19....

Project authorization $........

Exclusive of Engineering $........

Estimated cost of completed project, exclusive of engineering

Estimated per cent overrun or underrun

Per cent of contract completed, based on total contract price

Engineering authorization $........

Engineering cost to date $........, ...%

Kind of work Overnight Camping Facilities

Section prefix 24-3315-900

Contract number 4512

Date of completion December 31, 1956

Estimated date of completion ...., 19....

Per cent of time elapsed ....%

See report of Mr. Jensen, Resident Bridge Engineer.

$........

........%

........%

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started hauling pit-run base rock from Burroughs pit. Also stockpiling extra logs and started final clean up.

RECEIVED
JUN 25 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
V. D. WOLFE

RECEIVED
JUN 25 1956
OFFICE OF
CONST[illegible]

NOTED
FORREST COOPER

NOTED
L. H. Young

Signed John H. Burton
John H. Burton, Reisdent Engineer

Address 106 Labratory Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 00712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Single Classification Total estimated quantities (contract) Spec. Bor.	XXX 2,200 3500	1600			
Single Classification Total quantities corrected to date Spec. Bor.	3000 3500	1600			
Single Classification Estimated quantities moved or placed to date S pec. Bor.	3000 2900	200			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
JUL 20 1956
FOR FILING

24-3315

4512

June 19, 1956

Mr. Enoch I. Moore
615 S. Lancaster Drive
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from June 1, 1956 to November 30, 1956 within which to complete your contract No. 4512, covering Detroit Lake State Park Overnight Camp Facilities on the Santiam Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request to July 15, 1956, with the provision that engineering costs be assessed as liquidated damages for any work done by you after July 15, 1956. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 27 1956
FOR FILING

24-3315
4512

February 24, 1956

4-2-1

Oregon State Highway Commission

Gentlemen:

On the Detroit Lake State Park development it has appeared desirable to have the contractor remove some 280 extra stumps and extend the parking area at the boat ramp below the normal lake level. This work was not included in the contract, but Mr. Armstrong had set up in his park betterment budget $4,000 for the required work.

The contractor on the park development has agreed to perform this work at a cost of $4,250 and the Park Superintendent recommends the contract method. This will result in an increase of project authorization in the amount of $4,250, with the funds to be transferred from the approved 1956 park betterment budget.

This matter will be on the agenda, and it is recommended that you authorize an additional $4,250 on the Detroit Lake State Park project, Contract No. 4512.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. H. Armstrong
Mr. C. H. Maison

WCW:me fn

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

2[illegible]
4512

February 7, 1956

Mr. Enoch I. Mears
615 S. Lancaster Dr.
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from December 31, 1955 to June 1, 1956 within which to complete your contract No. 4512, covering Detroit Lake State Park Overnight Camp Facilities on the Santiam Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. H. Stephenson,
Bridge Engineer

RECEIVED
JAN 25 1956
FOR FILING

24-3312
4512

Salem, Oregon
January 24, 1956

Assignment of monies due Enoch I. Maers in connection with Contract Nos. 4512, 4533 and 4534.

Mr. C. H. Maison
Chief Auditor
Accounting Division

On January 17, I sent you a copy of my letter to the Ladd & Bush Branch of the United States National Bank of Portland, Attention: Mr. Gibson, concerning the assignment of monies due contractor Enoch I. Maers, in connection with State Highway Contracts Nos. 4512, 4533 and 4534.

I received a telephone call from Mr. Gibson today advising me that the assignment will not be completed. In view thereof, you may release to Mr. Maers all warrants as they become due and payable to him in connection with the above-mentioned contracts.

H. B. Glaisyer, Secretary

HBG:mm

cc: Floyd Query
Bridge Department

P.S. I attach hereto a photocopy of a letter that I have just received from the U.S. National Bank confirming the information given you above.

HBG

HEAD OFFICE

LADD & BUSH - SALEM BRANCH

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

SALEM, OREGON

January 24, 1956

Mr. H. B. Glaisyer
Secretary, Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We were unable to get the bonding company to waive their subrogation agreement for Mr. Enoch I. Maerz on your contracts No. 4512, 4533, and 4534, referred to in your letter of January 17.

It will be satisfactory to us to have you mail the checks directly to Mr. Maerz and not hold them as you indicate in your letter.

I am very sorry to have caused you this trouble. Enclosed you will find the blank assignments which you prepared.

destroyed 1/25/56
H.B.G.

Yours very truly,

Rex Gibson
Rex Gibson
Vice President

RG:ns

RECEIVED

January 17, 1956

REFERRED TO
Query
BY SECRETARY

Note & return to me. Do not record on the cards until we get the assignments.
HB

NOTED
FLOYD QUERY

Ladd & Bush Salem Branch
The U. S. National Bank of Portland
302 State Street
Salem, Oregon

Attention: Mr. Gibson

Gentlemen:

I have been informed by our Bridge Department that contractor Enoch I. Maerz is desirous of assigning to your bank all monies that are now due him or which may hereafter become due him in connection with State Highway Contracts Nos. 4512, 4533, and 4534 covering construction work in Detroit Lake State Park, Helmick State Park and Holman State Park, respectively.

The Highway Commission will be pleased to honor an assignment of such funds provided Mr. Maerz will execute our standard form of assignment of claim and provided further that the assignments are consented to in writing by the surety on the bonds furnished by Mr. Maerz in connection with these jobs without prejudicing the bonds.

I have prepared a form of assignment for each of the above mentioned projects and enclose the original and four copies of each. Please have Mr. Maerz sign all copies in the presence of two witnesses and then return the original and one copy of each assignment to this office for further handling. Our records show that the Massachusetts Bonding & Insurance Company furnished the performance bond in connection with each of these jobs. A letter from an authorized official of this company approving without qualification the proposed assignments will satisfy the Commission's requirements with respect thereto. I would prefer a separate letter for each of the contracts.

I am today asking our Chief Auditor to withhold further payments to Mr. Maerz in connection with each of these jobs pending receipt of the assignments and the surety's consent.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

BG:jmc

cc: C. H. Maison

Mr. [illegible]

[illegible] phoned, wired us to send assignment forms & letter guarantee as follows:

send assign forms to Fed'l Res Bank Attention Gibson covering payts on Fresh Meat contracts 4512 4533 4534

T. G.

RECEIVED
JAN 11 1956
FOR FILING

24-3315
4512

January 10, 1956

Request for extension of time
No. 15
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Detroit Lake State Park
Overnight Camp Facilities
Contract No. 4512

Enoch I. Marx, contractor on the Detroit Lake State Park Overnight Camp Facilities on the North Santiam Highway in Marion County, has requested an extension of time from December 31, 1955, to June 1, 1956, in which to complete the contract.

Adverse weather caused the State forces to stop construction on roadbed fills, and it was decided that it would be to the State's interests to stop the contractor from further work on the project until the arrival of suitable weather.

As the contractor was ordered to stop work, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

57-1-15

CM

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 1955

Section Detroit Lake State Park

Highway North Santiam

Contractor Enoch L. Maerz

Date of contract August 12, 1955

Date work started To start about Sept. 7, 1955

Project authorization . . . . $

Exclusive of Engineering . . . . . . $

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering authorization . . . . . . $

Engineering cost to date $, %

Kind of work Overnight Camp Facilities

Section prefix 24-3315-900

Contract number 4512

Date of completion December 31, 1955

Estimated date of completion , 19

Per cent of time elapsed %

See report of Mr. L.L. Jensen, Res. Br. Engr.

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This office assigned roadwork portion of the contract.

Field party staked clearing limits for park road and parking stalls.

Field party staked clearing limits for boat launching ramp and parking area.

NOTED
OSCAR CUTLER

NOTED
J. G. SMITH

RECEIVED
SEP 16 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Wm H. Sample, Resident Engineer

Address 206 Laboratory Building

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 6 - 1955
FOR FILING

24-2215
4512

September 2, 1955

Mr. Enoch I Maerz
615 S. Lancaster Drive
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4512, which was awarded to you by the State Highway Commission on August 12, covering Detroit Lake State Park Overnight Camp Facilities on the Santiam Highway in Marion County.

We are also mailing a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 16 1955
FOR FILING

24-[illegible]

[illegible]

August 15, 1955

Mr. Enoch I. Maers
615 S. Lancaster Drive
Salem, Oregon

Dear Sir:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4512 for Detroit Lake State Park Overnight Camp Facilities in Marion County.

This award was based on your bid of $24,245.40 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
C. H. Armstrong

U-306(13) Clay-Columbia St. Traffic 1955
Interch., Pacific Hwy. West
#4513 [redacted]

General Files

Contract No 4513

A

RECEIVED
SEP [illegible] 1958
FOR FILING
9/24

Monthly transaction number	[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]ate **Oregon**
Project report number U-306(12) 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
		Project number **UI-306(13)**

4513

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 27**, 19**55**, is hereby modified as follows:

Revised estimated total cost of project $ **1,100,586.00**

Revised Federal funds $ **613,327.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **September**, 19**58**.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

USComm-DC 11170

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MAY 13 1958
FOR FILING

A

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

71-301 (12)

— 4513 —

May 12, 1958

General Construction Co.
4850 N. W. Front Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 8 had under discussion your request for an extension of time from Dec. 31, 1956, to Dec. 30, 1957, within which to complete your Contract No. 4513, for road and bridge construction on the Clay St.-Columbia St. Section of Pacific Highway West in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ivan D. Merchant
A. G. Shelton
Marshall Dresser

NOTED ON CARD
em

RECEIVED
MAY 1 1958
FOR FILING

71-306 (12)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 30, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4513	28 Final	General Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9106	HP10732	$35,983.21	4/30/58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: Dec. 31, 1956

Time Extensions: Dec. 30, 1957

Completion Date: Dec. 30, 1957

Date Accepted: May 8, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: May 12, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 13 1958

NOTED ON CARD

RECEIVED
APR 28 1958

FOR FILING

April 24, 1958

Request for Extension of Time
No. 1
May 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Clay-Columbia Street Section
Contract No. 4513

General Construction Company, contractor on the above project has requested an extension of time from December 31, 1956 to December 30, 1957, the date of completion of the contract.

The contractor's principal reasons for failure to complete the work within the specified time are as follows:

(a) Delays occasioned by utilities owners in revising their facilities within the construction area to accommodate the new construction.

(b) Time required to complete additional and extra work added to the contract.

(c) Delay occasioned by Department's failure to provide a certain permit required by City of Portland in moving an elevator, a part of the contract work.

(d) Delays to certain pier construction occasioned by extreme high water and duration of same during 1956 and unusually early and protracted freshet in March 1957.

Portions of the project were opened to traffic a considerable time before the final completion date. The Clay Street and Market Street connections being opened to traffic April 5, 1957 and the Columbia Street Connection on September 2, 1957.

Because of the confined construction area, complexity of the work, and the interrelation of all of the phases of the work to one another and the final completion of the entire project, it is impossible to determine just exactly to what extent each of the above reasons and others submitted by the contractor delayed the completion of any particular phase of the work and the completion of the entire job. Investigation shows that all of the reasons given by the contractor are valid and created delays and conditions beyond his control. Overall, the delay in completing the entire project caused only minor interruptions and inconvenience to traffic within the limits of the project. It is requested that the extension be granted without penalty to the contractor.

This is a Federal-aid project. Attached is the Bureau of Public Roads concurrence in granting the extension without penalty.

This contract does not carry the liquidated damage provision.

Very truly yours,

W. C. Williams
State Highway Engineer

CAG/mm
Attached

RECEIVED
APR 17 1958

FOR FILING
11-[illegible]

4513

Apr. 17, 1958

CERTIFIED MAIL

Federal Insurance Co.
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4513 for road and bridge construction on the Clay Street-Columbia Street Section of Pacific Highway West in Multnomah County was completed by the contractor, General Construction Company, on Dec. 30, 1957, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $35,983.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $948,799.66, of which amount $11,490.01 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

Form E-1—10M—7-57

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

41 306 (13)
4513

For Week Ending January 31, 1958

Section Clay St.-Columbia St. Traffic Interchange

Kind of work Structures, Grading and Paving

Highway Pacific West County

Section prefix 26-1051

Contractor General Construction Co.

Contract number 4513

Date of contract August 12, 1955

Specified work days Does not apply

Date work started September 27, 1955

Work days used " " "

Project authorization $ 1,090,356.75

Exclusive of engineering $ 1,019,220.27

Per cent of time elapsed " " " %

Estimated cost of completed project, exclusive of engineering $ 1,031,933.16

Estimated per cent overrun o~~[illegible]~~ 2.45 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 71,136.48

Engineering cost to date $ 85,100.00, 119.63 %

Date project was completed Dec. 30, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The final estimate on this project was submitted to the Division Office on Friday, Jan. 31, 1958.

Final weekly report ~~[illegible]~~ on this job.

CONSTRUCTION DIVISION
RECEIVED
FEB 4 1958
NOTED-- ☒ CE ☐ AE ☐ ACE ☐ ☐ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed Lowell H Johnston
Lowell [illegible]. Johnston

Address Box 4699, Portland 2, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5146

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39	0.39		0.39	0.39
Miles partially completed	0 [illegible]	0 [illegible]		0 [illegible]	0
Miles completed	0.39	0.39		0.39	0.39
Total estimated quantities (contract)	12,000	5170		48 T.	2,400 T.
Total quantities corrected to date	16,601.2	6085.5		22.92	4,994.92T
Estimated quantities moved or placed to date	16,601.2	6,085.5		22.92 T	4,994.92
Average daily quantities	None	None		None	None
Average daily quantities necessary to complete project on time	"	"		"	"
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
JAN 24 1958
FOR FILING

4513

Jan. 23, 1958

CERTIFIED MAIL

Federal Insurance Co.
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to General Construction Company a portion of the funds heretofore retained by the Commission on Contract No. 4513, for road and bridge construction on the Clay St.-Columbia St. Section of the Pacific Highway West in Multnomah County.

This payment, in the amount of $41,234.70, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $28,231.43. The present payment will be released on or after Feb. 3, 1958.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

RECEIVED
JAN 24 1958
FOR FILING

[illegible]

4513

Jan. 23, 1958

CERTIFIED MAIL

Federal Insurance Co.
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

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Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
em

RECEIVED
SEP 6 1957
FOR FILING

[illegible]

4513

Salem, Oregon
September 5, 1957

Parking at end of Columbia
Street Overcrossing

Mr. A. G. Shelton
Division Engineer
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 28, addressed to Mr. Stephenson and concerning the request of the Dock Commission for parking at the end of the Columbia Street Overcrossing.

We will approve the proposed parking for the ten cars adjacent to the sidewalk leading to the approach to the harbor facilities. In doing this we would increase the thickness of the sidewalk to 6 inches and will slope it to the roadway curb so that access to the parking stalls will be provided. Any expenses for providing this parking, other than the change in the sidewalk, must be borne by the Dock Commission.

We will not approve the parking in the island at the end of the Columbia Street viaduct as this would constitute a very definite traffic hazard.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. P. M. Stephenson
Mr. Edward Hardt

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 28th, 1957

Clay-Columbia Interchange
SUBJECT: Prefix 26-1051, Cont. 4513

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

This is to confirm our recent conversation relative to development of parking areas in the vicinity of the Harbor Patrol Dock along the water front in the ficinity of the foot of Jefferson Street.

This office was contacted by Mr. Brown from the office of the Commission of Public Docks, requesting that we include in our construction, facilities for parking areas for their use. I met with Mr. Brown and with Mr. Fred Fowler on Monday August 26th to determine what their plans consisted of, and requested that they furnish a drawing showing their desired parking areas. Enclosed herewith is a plan submitted by the Commission of Public Docks, showing two parking areas which I have noted with red pencil as area 1 and area 2.

Area 1 would be developed along the bank of the river east of a sidewalk leading to the wooden approach to the harbor patrol floats. It is proposed that we construct the sidewalk in this area as a driveway section to enable cars to drive into the parking areas shown on the plan. The parking area itself would be developed by the Dock Commission at their expense. Work in this area remaining to be done under the contract, consists of reconstructing approximately 40 feet of sidewalk from the end of the structure to the existing sidewalk, and 50 feet of sidewalk from the wood approach to the floats to the existing sidewalk. Additional expense involved in constructing the driveway section shown would be approximately $350, since the driveway section should be a 6 inch slab instead of a 4 inch sidewalk slab. This office can see no objection to the development of this parking area, and recommends approval of the development of area 1.

It is proposed at area 2 to remove a portion of the curb in the large island, separating the lanes of traffic, and developing a five car parking area as shown. The work of curb removal, excavation, base material, and surfacing, and the construction of additional curbs is estimated to cost approximately $2500. Mr. Brown of the Dock Commission indicated that subject to the approval of the Commission of Public Docks, the expense of developing the island parking area would be borne by the Dock Commission.

It is felt that the use of the island area for parking of five cars is undesirable from traffic and safety standpoint, and the use of this area is not recommended.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Tom Edwards
Lowell Johnston
Ed Hardt

RECEIVED
JUL 23 1957
FOR FILING

FORM S-20X) 97½ 9-54 7878
11-206(13)

4513

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 22, 1957

SUBJECT:

To:

C. A. Gardner

We are holding in our safe two warrants pending a time extension from your office.

General Construction Co.	Contract 4513	Est. 21	$18,769.73
Inland Construction Co.	Contract 4683	Est. 10	$ 2,077.07

Ledgers Supervisor

cc: Forrest Cooper

NOTED
FORREST COOPER

FORM E-120 25M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 1 1957
FOR FILING

11-306 (13)

423

July 16, 1957

Mr. L. H. Hofer
1105 S.W. Barbur Drive
Portland 1, Oregon

File No. 25151
Harbor Drive
Multnomah County

Dear Mr. Hofer:

This will acknowledge your letter of July 5 addressed to the Highway Commission, and which concerns your driveways on Harbor Drive.

At the time our Right of Way Agent contacted you, it was contemplated that Harbor Drive would be a Freeway. Due to changes in planning, it is now thought that this Street will not be a part of the Inter-State System, and therefore, will not have to be constructed to complete Freeway standards. It is for this reason that the Highway Department is not acquiring additional access rights in this area, at this time.

If you have any other questions relative to this matter, we will be glad to discuss them further with you.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:IH
cc: Forrest Cooper
S. N. Mayhew

NOTED
FORREST COOPER

RECEIVED
JUL 17 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1957
FOR FILING

G-306 (12)

4519

July 9, 1957

Mr. L. F. Hofer
c/o E. Hofer & Sons
Hofer Building
1495 S. W. Harbor Drive
Portland 1, Oregon

Dear Mr. Hofer:

This acknowledges your letter of July 5, 1957, with reference to your property on Harbor Drive, Portland. The matter to which you refer is under the jurisdiction of our Right of Way Department, so I am referring your letter to the Right-of-Way Engineer, Mr. R. L. Porter, who I am sure will write you shortly on this subject.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp
cc: Mr. W. C. Williams
Mr. R. L. Porter
Commissioners

ACKNOWLEDGED
H. B. GLAISYER

E·HOFER & SONS
HOFER BUILDING
1405 S.W. HARBOR DRIVE
PORTLAND 1, OREGON

July 5, 1957

Oregon State Highway Commission
Salem
Oregon

Attn: H. B. Glaisyer, Secretary

Gentlemen:

This letter is in reference to our property in Portland on Harbor Drive, specifically the northeast one-quarter block facing east between Columbia and Clay streets. It comprises the two-story 50' x 100' brick building on the corner of Harbor Drive and Columbia, the upper floor of which we occupy and the lower floor was rented up to about a year ago, and the adjoining 50' x 100' one-story brick faced building occupied by Haack Laboratories, Inc. The southeast quarter of the block is owned and occupied by Barde Steel Co.

While the Harbor Drive improvement takes no property from us, negotiations with us were started a year and a half ago by your right-of-way department toward compensating us for certain damages entailed. The specific damage to us was to be the loss of vehicular entrance to our building fronting on Harbor Drive. Not too long thereafter we understand settlement was made with other property owners for similar damage. Our negotiations proceeded more slowly because of a serious problem where one of our buildings, the inside one, was to be left without any means of vehicular approach from the street. Some six months ago, when it appeared that our negotiations with your right-of-way department might be drawing toward a satisfactory conclusion, everything appeared to stop completely so far as the Highway Commission was concerned and has remained stagnant to this date.

In view of the damages we have already suffered and those accruing, this letter is to ask when and what eventual action we may expect from our Highway Commission. In the time that has already elapsed, one of our long standing tenants has moved due to the uncertainty of the situation, and another's rent has been reduced due to complete loss of access on Harbor Drive. As a result, total loss of rent to date has been around $3,000.

Although the whole front of our property facing Harbor Drive is posted with "No Parking at Any Time" signs, we are advised that technically, vehicular entrance to our property has not been cut off, and that we can legally drive vehicles in and out of our truck entrances facing Harbor Drive. We have not attempted to do this to date. Being familiar with the present fast traffic on Harbor

Drive, I am sure you can appreciate what a menace this would be to ourselves and others, should we attempt to exercise this right of stopping and backing a truck in through such traffic. The City Traffic Department advises they cannot give us police protection to stop traffic while backing trucks.

Our tenant on the lower floor of our corner building has been gone for nearly a year. Our remaining tenant, Haack Laboratories, has truck deliveries or pickups several times a day. Drivers of these trucks refuse to back from Harbor Drive into their truck entrance, but instead must park a half block away where hand trucks are used to move the loads from truck to building or visa versa. As a result of this, reduced rent has been resorted to, to appease this tenant.

We are therefore writing you to learn your position. In the meantime, plans for altering or remodeling our buildings to meet present conditions must wait. It will be an expensive operation to provide a freight entrance through our corner building from Columbia Street to our inside Haack Laboratories building, and one certainly not advisable to start upon until we learn what compensation we may receive in return for the rights of access we have in effect already lost. The only alternative we have is to attempt to exercise our right of access from Harbor Drive, which would create a most dangerous traffic menace, which we do not wish to do.

We await the Commission's reply and hope it may be possible to expedite the settlement of this matter without further costly delay to us.

Sincerely yours,

R. M. and L. F. Hofer

By L. F. Hofer

LFH/jb

cc: Ben R. Chandler, Coos Bay
Chas. H. Reynolds, La Grande
M. K. McIver, Commerce Investment Co.
Portland

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
JUN 25 1957
FOR FILING
11-06(13)
4513

Salem, Oregon
June 19, 1957

Roadside improvement -
Clay Street-Columbia Street
interchange, Portland

Mr. H. H. Astrup
Landscape Engineer
Department

Referring to the matter of roadside improvement of the Clay Street-Columbia Street interchange, the project is to be constructed without a retaining wall, using whatever type of ground cover will best suit the conditions. The total allocation for this project will be $19,300. I am returning your data.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Enclosure

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. S. H. Probert

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1957

SUBJECT: Roadside Improvement
Clay St.-Columbia St. Interchange
Portland

To: Mr. G. S. Paxson
Assistant Highway Engineer
Building

On approval of Mr. Williams, the Landscape Division was granted an authorization of $19,300 on the construction of the subject project. In working up the final plans of this job we find there is an almost impossible situation existing on the S. W. Market St. On-Ramp — namely, to plant or to maintain a planting on the bank between the roadway and the westerly property line. The existing slope is approximately 1:1 and the poor soil is not conducive to the successful establishment of a plant cover.

The only way to obtain a slope which is practical to plant and to maintain will be to construct a retaining wall at the base of the slope and fill behind it to obtain an approximate 2:1 slope. It will require a wall 120 feet long, at an estimated cost by the Bridge Department of $5600. The backfill will require approximately 650 cubic yards, estimated to cost $2.00 per cubic yard, or a total cost of $6900 for the wall and backfill. This amount cannot be taken from the original project authorization as the $19,300 authorization is barely sufficient to obtain a result comparable with the rest of the Harbor Drive development.

It is, therefore, requested that an additional authorization of $6900 be approved, making the total authorization for the subject project $25,200. This recommendation is submitted in accordance with our conversation of 14 June.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper
Mr. P. M. Stephenson

NOTED
FORREST COOPER

RECEIVED
JUN 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 15 1957
FOR FILING

11-306 (3)

4513

May 15, 1957

Mr. William A. Bowes
Commissioner of Public Works
City Hall
Portland, Oregon

Dear Mr. Bowes:

The Clay Street-Columbia Street traffic interchange now under construction provides for the widening on the east side of Front Avenue between Clay and Columbia Streets by cutting back the 12-foot sidewalk a distance of six feet. In this area is a sidewalk elevator owned by the Coast Machine Works and a sidewalk elevator pit which is used only as a fire escape door, owned by the Portland Bag and Metal Company. These sidewalk installations will be interfered with by the widening of Front Avenue.

We have been given to understand that these installations are in the sidewalk area under a revocable permit from the City to the owners. This matter was discussed with the City Engineer's office last fall and we are advised that that office was reluctant to recommend the revocal of this permit and the requirement that the owners of the facilities move them back at their own cost.

It seems to me that since these installations are on a public street and that permission to use this public street is solely for the convenience of the building owners, they should be required to adjust the facilities at their own cost. We question the authority of the State to assume the cost of moving the facilities under these circumstances. I would appreciate advice from you as to the attitude of the City.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. F. T. Fowler
Highway Engineering Coordinator
Bureau of Public Works
Portland, Oregon
Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm fn

FORM E30—50M—6-56—96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 7, 1957

SUBJECT: Front Ave. Sidewalk Revision
Clay-Columbia St. Traffic Interchange Contract No. 4513

To:

~~Mr. A.E. Johnson~~
~~Assistant Division Engineer~~
~~Oregon State Highway Dept.~~
~~Portland, Oregon~~

On the Clay-Columbia St. Traffic Interchange project, contract 4513, the plans call for cutting back the existing 12 ft. sidewalk on the east side of Front Ave. between Clay and Columbia St. 6 ft. In the area of proposed sidewalk removal there is a sidewalk access door with elevator owned by Coast Machine Wks. and a sidewalk access door with elevator pit only owned by Portland Bag and Metal Co.

At your request I have received a firm price from General Construction Co. to move these items back into the portion of sidewalk to be left undisturbed. Their price is $670 each for moving the sidewalk access doors and an additional $787 to move and reinstall the elevator. Moving the two sets of doors without regard to the elevator then would cost $1,340 and moving the two sets of doors and reinstallation of the one elevator would amount to $2,127.

If you wish any of the above work to be done please advise and I will prepare a Price Agreement with the contractor.

Edward L. Hardt

Edward L. Hardt
Resident Bridge Engineer

cc: Mr. P.M. Stephenson
Mr. L.A. Johnston

RECEIVED
MAY 9 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
MAR 15 1957
FOR FILING

March 15, 1957

Oregon State Highway Commission

Re: Clay Columbia Street Interchange
in Portland

Gentlemen:

The project authorization for this project was $1,000,356.75. In the project authorization insufficient funds were set up to cover the revision of the City's water mains interfered with by the construction of the approach ramps and the revision of the Dock Commission's facilities at the old mooring for the Battleship Oregon. We now find that these two items will increase the cost approximately $96,000.

We will have some saving on other items, but in order to balance the books on this project it will require an additional authorization of approximately $90,000. I respectfully request that this additional authorization be given.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. H. Maison

GSP:gm fn

RECEIVED
FEB 21 1957
[illegible]

FORM [illegible]

4 306(12)

4512

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

SUBJECT: Cost Estimate for Signing
Clay-Market Street Project
Portland

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Some time ago you asked me to check regards a $10,000 estimate that was submitted for signing the Clay-Market Street project, Portland, feeling that this figure looked a bit high.

This matter has been checked with Mr. Widdows, and does not appear to be too far out of line. I might state that quite a number of "STOP" and "ONE-WAY" signs are to be installed on both Clay and Market throughout the length of the couplet. There will be a 115-foot truss type sign bridge across all the northbound lanes on Harbor Drive at a point approximately 30 feet north of Montgomery Street. This sign bridge will carry 18-foot boards and 12-inch Stimsonite letters. Also there will be an overhead span wire sign installation 45 feet in length at a point approximately 500 feet south of Montgomery Street.

Mayhap the final cost will run under the $10,000 estimate, however, past tendencies have been to estimate too low, and wind up having to request additional authorization.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:eh

RECEIVED
FEB 19 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 10 1956
FOR FILING

4513

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1956

SUBJECT: Clay St.-Columbia St.
Traffic Interchange
Pacific Highway West
Contract No. 4513

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports Nos. 388309 and 388310, dated May 7, 1956 showing that the 1¼"-0 crushed gravel being produced is deficient in material retained on the 3/4-inch screen by 1.5 and 3.5 percent, respectively.

As these are the first samples sent in from this project, and there appears to be a drift from the specifications, will you please instruct the resident engineer to tighten his inspection on this phase of the project.

Also, will you please instruct the resident engineer to so mark corrected samples sent in for test that it is clear they represent improved materials.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1956
FOR FILING

41-306 (3)
4513

Salem, Oregon
March 8, 1956

MISC. CONTRACTS and
AGREEMENTS No.

Mr. John W. Cattrall
County & City Relations Engineer
Office

Attached hereto is a conformed copy of an agreement with the City of Portland covering the construction of the Clay Street-Columbia Street Interchange on the Pacific Highway West in Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and three fully executed copies have been sent to Will Gibson, City Auditor, Portland, Oregon.

H. B. Glaisyer
Secretary

rn
Attach: 1

REFERRED TO
BY SECRETARY

RECEIVED
MAR 8 - 1956
FOR FILING

U-300 (13)

4513

March 8, 1956

Mr. Will Gibson, City Auditor
City of Portland
City Hall
1220 S. W. 5th Ave.
Portland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City three executed copies of an agreement between the State Highway Commission and the City of Portland covering the construction of the Clay Street-Columbia Street Interchange on the Pacific Highway West in Portland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

RECEIVED
MAR 9 - 1956
FOR FILING
FORM 830—30M—3-55—92906

11-3[illegible] (13)

4512

6337

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1956

SUBJECT:

NC
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Instead of accepting our Clay-Columbia Street agreement, the City of Portland has submitted its own. Their agreement would not seem to make any vast change in any of the legal implications. Following is a brief summary of the differences between our agreement between the State of Oregon and the City of Portland and the agreement City submitted.

In paragraph No. 1, under "THINGS TO BE DONE BY THE STATE", City added "State shall acquire all necessary rights-of-way by purchase or otherwise". They also added that "any portions of the plans relating to details of construction shall not be considered final and may be changed by either party - - - prior to the time of actual construction". City added their own paragraph No. 3 to this section, but this paragraph provides for turn-arounds as per our plans as far as I can ascertain. City left out our paragraphs Nos. 3, 4, 5, and 6, in this section, but included these under "GENERAL PROVISIONS". City has often added the clause "after or upon written acceptance by the City Engineer".

Under "THINGS TO BE DONE BY THE CITY", City added paragraph No. 3 which provides that they will maintain the turn-arounds after construction. Our paragraphs Nos. 3 and 5 were omitted, but City provided for them under "GENERAL PROVISIONS".

Paragraph No. 2 under "GENERAL PROVISIONS" is somewhat ambiguous. The provision apparently applies to right of way purchased jointly by City and State for the Front Avenue Project and would seem to give City no rights that it did not possess by prior agreement. Paragraph No. 5 has been added by City to the agreement, but it simply expresses in writing what was assumed to be true.

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher
ROBERT P. AMACHER
Assistant Attorney

RPA:jv

ASSIGNMENT

Date: January 18, 1956 No. 6337 By wcw

Description: Letter of January 16 by Robert Amacher attaching six copies of proposed agreement regarding Clay-Columbia Street Interchange on 99W.

Acknowledged by____ Referred to Cattrall

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks: Please check and if ok secure signatures.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Agreement rtd direct to L. B. Y.

Executed ✓ Report Received__________

HIGHWAY DEPARTMENT
ENT CORRESPONDENCE

[illegible]
[illegible]

UBJECT: Clay-Columbia St. Interchange
Pacific Highway West (Harbor Drive)
City of Portland

PLEASE RETURN TO
W. C. WILLIAMS

ix blue-backed copies of the proposed
-Columbia Street Interchange on the
dditional copies for your convenience.

hibit "A" may be obtained from County

NOTED
W. C. WILLIAMS

RECEIVED
JAN 19 1956
ENGINEER
COUNTY & CITY RELATIONS

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher

ROBERT P. AMACHER
Assistant Attorney

RPA:jv

Encl.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 1[illegible], 1956

SUBJECT: Clay-Columbia St. Interchange
Pacific Highway West (Harbor Drive)
City of Portland

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Attached please find six blue-backed copies of the proposed agreement regarding the Clay-Columbia Street Interchange on the Pacific Highway West, plus additional copies for your convenience.

Additional copies of Exhibit "A" may be obtained from County and City Relations Division.

NOTED
W. C. WILLIAMS

RECEIVED
JAN 19 1956
ENGINEER
COUNTY & CITY RELATIONS

C. W. ENFIELD
Chief Counsel

By Robert P. Amacher

ROBERT P. AMACHER
Assistant Attorney

RPA:jv

Encl.

RECEIVED
FEB 6 1956
FOR FILING
OFFICE OF CITY AUDITOR

3-2(1)
4513

CITY OF PORTLAND
OREGON

WILL GIBSON
CITY AUDITOR

February 1, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock, Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Please be advised that the City Council, Wednesday, February 1, 1956, referred the communication from the Oregon State Highway Department transmitting copies of an agreement covering the construction of the S. W. Clay Street, S. W. Columbia Street Interchange on the Pacific Highway West in Portland, to the Commissioner of Public Works, Mr. William A. Bowes, for his consideration.

You will be further advised when Commissioner Bowes makes his report to the Council.

Yours very truly,

Will Gibson.

Auditor of the City of Portland

RLM:vp Williams

RECEIVED
FEB 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

B

FORM E-123 50M REVISED

RECEIVED
DEC 21 1955
FOR FILING

4-3 [illegible]

4513

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 12, 1955

The Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Gentlemen:

Reference is made to your letter of December 5 in regard to the proposed revision of your Jefferson Street boat landing facilities.

The revisions to the existing facilities have been designed, but, when they were laid out in the field, they were at considerable variance with the vicinity maps that you had submitted. At the present time, we are checking the field measurements and elevations; and, upon receipt of this data, we will complete our plans and submit them to you for your consideration.

Very truly yours,

P. M. Stephenson
Bridge Engineer

PMS/dp

cc G. S. Paxson ✓

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
JOE E. DUNNE, CHAIRMAN
A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

December 5, 1955

Oregon State Highway Department
Salem, Oregon

Attention Mr. G. S. Paxson, Assistant Highway Engineer

Copy given Mr. Stephenson for reply.

Gentlemen:

This is in reference to the revision of our Jefferson Street Boat Landing made necessary by the construction of the Clay-Columbia Street Traffic Interchange.

Could you please advise us what progress has been made on the plans and specifications and when we may expect to have them available for our approval.

Very truly yours,

THE COMMISSION OF PUBLIC DOCKS

B. W. Taylor

B. W. Taylor
Chief Draftsman

BWT:bs

RECEIVED
DEC 6 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
DEC 19 1955
FOR FILING

11-306(13)

13

Salem, Oregon
December 7, 1955

Clay St.-Columbia St. Interchange
Pacific Hwy. West (Harbor Drive)
City of Portland

Mr. C. W. Enfield
OFFICE

On September 29, 1955 it was requested that a throughway agreement be prepared covering the Clay Street-Columbia Street Interchange on the Pacific Highway West (Harbor Drive) in Portland. It has since been determined that this section of highway is not a throughway and cannot be made one because there are more than ten businesses per mile abutting the Pacific Highway West in this area. The State and City entered into an agreement dated September 11, 604-385 1944, relating to the designation of certain city streets as highways and also relating to the repair, maintenance, and jurisdiction over said streets. This agreement was amended by supplemental agreements dated August 20, 1239 1950, September 26, 1417 1952, and July 21, 1955 1659 It is now requested that an additional supplemental agreement be prepared amending the agreement dated September 11, 1944, and covering the following points in connection with the Clay Street-Columbia Street Interchange:

THINGS TO BE DONE BY STATE

1. State shall prepare all plans and specifications, let and award all contracts, and supervise the construction of the Clay Street-Columbia Street Interchange which begins at Highway Engineer's Survey Station 119+40 and extends in a southeasterly direction to Highway Engineer's Survey Station 139+74. The plans for the project consist of five sheets and are marked Exhibit "A."

~~2. State shall acquire four-tenths (4/10) of the right-of-way. City has fee title in the remaining six-tenths (6/10) of the right-of-way for the project. (ORS 366.320(1))~~ State acquiring all R/W for interchange.

3. State shall construct and thereafter maintain a traffic interchange as shown colored in green on sheets nos. 3 and 3A of said Exhibit "A."

4. State shall construct and maintain barricades closing a portion of S. W. Mill, S. W. Montgomery, and S. W. Harrison Streets as shown on sheets nos. 3 and 3A of said Exhibit "A."

5. State shall, without cost to City, move or cause to be moved all utilities, except water and sewer lines, of every kind necessary to conform with the plans for the project; provided, however, that it is expressly understood that City shall require each utility company to relocate or reconstruct its own facilities where the utility company's franchise requires such company to move its utilities upon demand by City.

6. State shall, at its own expense, remove, relocate, and reconstruct the USS Oregon Monuments, Mast, Flag Pole, and Sun Dial as shown on sheet no. 3 of said Exhibit "A."

7. State shall, at its own expense, provide for the landscaping of the project.

THINGS TO BE DONE BY CITY

1. City, by execution of this agreement, does hereby consent to and officially approve, except as to details of construction, all of the plans and provisions contained in Exhibit "A," including in such consent and official approval the rights and obligations of the State as set forth in this agreement.

2. By execution of this agreement, City does hereby consent to any and all grade changes, if any there be, in connection with the construction of the project and the construction or reconstruction of any and all other streets or structures covered herein.

3. City, so that it may be reimbursed for the cost of relocating or reconstructing the water and sewer lines necessary to conform with the plans for the project, shall submit to the State three copies of an itemized statement made by the City, except the City shall not bill the State for any new water or sewer lines.

4. City shall, upon completion by State of the provisions heretofore set forth in paragraph 7 under THINGS TO BE DONE BY STATE, maintain the landscaping at its sole expense.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Attached are three copies of Exhibit "A." Additional copies will be attached by the County and City Relations Division.

W. C. Williams
Deputy State Highway Engineer

JDG:mm
Att.

cc: J. W. Cattrall
Forrest Cooper

Form PR 2 (Revised 1950)

CPR8-1853

State Oregon

Project No. UI-306(13)

4516

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of January, 1954, a program, which was approved on the 5th day of February, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of six hundred thousand and 00/100 dollars ($600,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.**
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 119+40 and survey station 139+74, all in Section 3, T. 1 S., R. 1 E., W.M., without exception,**

, length **0.385** miles, in **Multnomah** County, being **Oregon** project No. **UI-306(13)**, consisting of **0.385** miles of roadway and **two** bridges, each of more than 20 feet clear span, **of no net / length.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred thousand and 00/100 dollars ($ 600,000.00), which does not exceed the authorized Federal pro rata share of nine hundred sixty-nine thousand, eight hundred seventy-six and 60/100 dollars ($ 969,876.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

Attest
SECRETARY

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By W R McKay
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. UI-306(13)

CLAY STREET-COLUMBIA STREET TRAFFIC INTERCHANGE

OF THE PACIFIC HIGHWAY, WEST (HARBOR DRIVE) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 22, 1955

Type Code 9762
Roadway (Sta. 117+40 to Sta. 139+74)(Contract No. 4513)

All Required	Clearing and Grubbing	$	$ 900.00
All Required	Removal of Misc. Concrete & Masonry		9,500.00
All Required	Removing Concrete Building, Sta.126+40		4,000.00
All Required	Removing Concrete Building, Sta.135+70		2,500.00
800 cu. yds.	Drainage Excavation, Unclassified	4.75	3,800.00
12,000 cu. yds.	General Excavation, Unclassified	1.10	13,200.00
11,200 cu. yds.	Embankment in Place	1.80	20,160.00
2,300 cu. yds.	Furnishing and Placing Topsoil	3.00	6,900.00
280 lin. ft.	8-inch Metal Drain Pipe	4.00	1,120.00
1,400 lin. ft.	8-inch Sewer Pipe	1.30	1,820.00
300 lin. ft.	24-inch Sewer Pipe	5.50	1,650.00
570 lin. ft.	Extra for Pipe Under Pavement	3.50	1,995.00
4 only	Concrete Manholes	750.00	3,000.00
1 only	Special Concrete Manholes	300.00	300.00
25 only	Concrete Catch Basins	65.00	1,625.00
2 only	Special Concrete Catch Basins	65.00	130.00
6 only	Adjustment of Manholes	45.00	270.00
3 only	Adjustment of Catch Inlets	45.00	135.00
220 cu. yds.	Concrete Curbs	37.50	8,250.00
1,100 only	3/8" x 8" Dowel Pins	0.50	550.00
46 only	3/4" x 10" Dowel Pins	0.50	23.00
50 sq. yds.	Concrete Driveways	4.50	225.00
700 sq. yds.	Concrete Walks	3.40	2,380.00
240 lin. ft.	Expansion Joints in Concrete Walks	0.10	24.00
270 cu. yds.	Concrete in Islands	40.00	10,800.00
40 lin. ft.	1½-inch Galvanized Steel Pipe	1.30	52.00
130 lin. ft.	2-inch Galvanized Steel Pipe	1.50	195.00
4,700 cu. yds.	Course Crushed Material in Base	2.95	13,865.00
470 cu. yds.	3/4" - 0 Mat'l in Base & Foundation Course	2.95	1,386.50
130 M-gal.	Sprinkling	3.00	390.00
All Required	Preparation of Base		500.00
54 cu. yds.	3/4" - 0 Mat'l in Binder Course	5.00	270.00
10 tons	MC-3 Asphalt in Binder Course	50.00	500.00
2,400 tons	Class "B" Asphaltic Concrete	6.13	14,712.00
750 lin. ft.	Asphaltic Concrete Traffic Markers	0.70	525.00
16 tons	RS-1 Asphalt	60.00	960.00
16 tons	150-200 Asphalt in Pavement Seal	50.00	800.00
160 cu. yds.	Aggregates in Pavement Seal	6.50	1,040.00
5,650 sq. yds.	6-inch Portland cement concrete base	3.85	21,752.50
1,810 sq. yds.	Portland Cement Concrete Pavement	5.00	9,050.00
2,100 lin. ft.	Expansion Joints in Pavement	0.25	525.00
800 lin. ft.	Contraction Joints	0.20	160.00
2,300 lbs.	Tie Bars and Reinforcement	0.12	276.00

150 only	Dowel Bars		
210 cu. yds.	½" - 0 Material in Cushion Course	$0.70	$ 105.00
555 cu. yds.	Structural Excavation	3.50	735.00
10 cu. yds.	Excavation Below Elevation Shown	4.50	2,497.50
1,050 lin. ft.	Furnish Treated Timber Piling	15.00	150.00
51 only	Drive Treated Timber Piles	1.41	1,480.50
820 cu. yds.	Class "A" Concrete	30.00	1,530.00
91,000 lbs.	Metal Reinforcement	72.00	59,040.00
All Required	Miscellaneous Metal (20%)	0.115	10,465.00
410 lin. ft.	Standard Metal Rail		2,242.00
All Required	Electrical Work (60%)	12.00	4,920.00
All Required	Revise Sprinkling System		12,067.20
All Required	Remove and Reconstruct Memorials, Complete		500.00
			11,000.00
		Subtotal	$268,948.20
		10% Engr. & Cont.	26,894.82
		Total	$295,843.02

Length of Roadway 0.385 Mile
Cost of Roadway Per Mile $768,423.43

Type Code X731
Columbia Street Undercrossing (Sta. 121+43.38)(Contract No. 4513)

All Required	Shoring, Cribbing Etc.		
4,440 cu. yds.	Structural Excavation	$	$ 81,000.00
80 cu. yds.	Excavation Below Elevation Shown	4.50	19,980.00
7,450 lin. ft.	Furnish Treated Timber Piling	15.00	1,200.00
174 only	Drive Treated Timber Piles	1.41	10,504.50
1,450 cu. yds.	Seal Concrete	30.00	5,220.00
2,410 cu. yds.	Class "A" Concrete	25.00	36,250.00
542,000 lbs.	Metal Reinforcement	72.00	173,520.00
All Required	Structural Steel (45%)	0.115	62,330.00
All Required	Miscellaneous Metal (40%)		23,400.00
1,160 lin. ft.	Standard Metal Rail		4,484.00
All Required	Electrical Work (20%)	12.00	13,920.00
All Required	Remove Existing Trestle		4,022.40
620 lin. ft.	Furnish Untreated Timber Piling		500.00
12 only	Drive Untreated Timber Piles	0.75	465.00
9 M-FBM	Untreated Timber in Place	50.00	600.00
675 lin. ft.	Metal Guard Rail	300.00	2,700.00
		9.00	6,075.00
			$446,170.90

Type Code X731
Clay Street Undercrossing (Sta. 128+85.55)(Contract No. 4513)

605 cu. yds.	Structural Excavation		
10 cu. yds.	Excavation Below Elevation Shown	$4.50	$ 2,722.50
2,800 lin. ft.	Furnish Treated Timber Piling	15.00	150.00
136 only	Drive Treated Timber Piles	1.41	3,948.00
1,170 cu. yds.	Class "A" Concrete	30.00	4,080.00
212,000 lbs.	Metal Reinforcement	72.00	84,240.00
All Required	Structural Steel (55%)	0.115	24,380.00
All Required	Miscellaneous Metal (40%)		28,600.00
830 lin. ft.	Standard Metal Rail		4,484.00
All Required	Electrical Work (20%)	12.00	9,960.00
			4,022.40
			$166,536.90

Subtotal	$612,757.80
10% Engr. & Cont.	61,275.78
Total	$674,033.58

Length of 2 Structures 0.000 Miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$295,843.02	$183,019.00	$112,824.02
Structures	674,033.58	416,981.00	257,052.58
	$969,876.60	$600,000.00	$369,876.60

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. U-306(13)

CLAY STREET-COLUMBIA STREET TRAFFIC INTERCHANGE OF THE PACIFIC HIGHWAY WEST (HARBOR DRIVE) IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1955

Type Code 9762
Roadway (Sta. 119+40 to Sta. 139+74)

All Required	Clearing and Grubbing		$ 3,000.00
All Required	Removal of Misc. Concrete & Masonry		25,000.00
All Required	Removing Concrete Building, Sta. 126+40		5,000.00
All Required	Removing Concrete Building, Sta. 135+70		2,000.00
800 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	2,000.00
12,000 cu.yd.	General Excavation, Unclassified	1.00	12,000.00
11,200 cu.yd.	Embankment in Place	1.50	16,800.00
2,300 cu.yd.	Furnishing and Placing Topsoil	1.50	3,450.00
280 lin.ft.	8-inch Metal Drain Pipe	2.00	560.00
1,400 lin.ft.	8-inch Sewer Pipe	1.50	2,100.00
300 lin.ft.	24-inch Sewer Pipe	5.00	1,500.00
570 lin.ft.	Extra for Pipe Under Pavement	3.00	1,710.00
4 only	Concrete Manholes	350.00	1,400.00
1 only	Special Concrete Manholes	300.00	300.00
25 only	Concrete Catch Basins	60.00	1,500.00
2 only	Special Concrete Catch Basins	100.00	200.00
6 only	Adjustment of Manholes	75.00	450.00
3 only	Adjustment of Catch Inlets	25.00	75.00
220 cu.yd.	Concrete Curbs	45.00	9,900.00
1,100 only	3/8" - 8" Dowel Pins	0.40	440.00
46 only	3/4" - 10" Dowel Pins	0.50	23.00
50 sq.yd.	Concrete Driveways	5.00	250.00
700 sq.yd.	Concrete Walks	3.50	2,450.00
240 lin.ft.	Expansion Joints in Concrete Walks	0.15	36.00
270 cu.yd.	Concrete in Islands	45.00	12,150.00
40 lin.ft.	1½-inch Galvanized Steel Pipe	1.25	50.00
130 lin.ft.	2-inch Galvanized Steel Pipe	2.25	292.50
4,700 cu.yd.	Coarse Crushed Material in Base	2.85	13,395.00
470 cu.yd.	3/4" - 0 Material in Base & Foundation Course	3.25	1,527.50
130 M-gal.	Sprinkling	2.50	325.00
All Required	Preparation of Base		500.00
54 cu.yd.	3/4" - 0 Material in Binder Course	4.00	216.00
10 tons	RC-3 Asphalt in B inder Course	45.00	450.00
2,400 tons	Class "B" Asphaltic Concrete	6.50	15,600.00
750 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	750.00
16 tons	RS-1 Asphalt	50.00	800.00
16 tons	150-200 Asphalt in Pavement Seal	45.00	720.00
160 cu.yd.	Aggregates in Pavement Seal	4.50	720.00
5,650 sq.yd.	6-inch Portland cement Concrete Base	3.50	19,775.00
1,810 sq.yd.	Portland Cement Concrete Pavement	5.00	9,050.00
2,100 lin.ft.	Expansion Joints in Pavement	0.50	1,050.00

Oregon State Highway Department

Federal Aid Project
No. U-306(13)

CLAY STREET-COLUMBIA STREET TRAFFIC INTERCHANGE

OF THE PACIFIC HIGHWAY WEST (HARBOR DRIVE) IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1955

Type Code 9762
Roadway (Sta. 119+40 to Sta. 139+74)

All Required	Clearing and Grubbing		$ 3,000.00
All Required	Removal of Misc. Concrete & Masonry		25,000.00
All Required	Removing Concrete Building, Sta. 126+40		5,000.00
All Required	Removing Concrete Building, Sta. 135+70		2,000.00
800 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	2,000.00
12,000 cu.yd.	General Excavation, Unclassified	1.00	12,000.00
11,200 cu.yd.	Embankment in Place	1.50	16,800.00
2,300 cu.yd.	Furnishing and Placing Topsoil	1.50	3,450.00
280 lin.ft.	8-inch Metal Drain Pipe	2.00	560.00
1,400 lin.ft.	8-inch Sewer Pipe	1.50	2,100.00
300 lin.ft.	24-inch Sewer Pipe	5.00	1,500.00
570 lin.ft.	Extra for Pipe Under Pavement	3.00	1,710.00
4 only	Concrete Manholes	350.00	1,400.00
1 only	Special Concrete Manholes	300.00	300.00
25 only	Concrete Catch Basins	60.00	1,500.00
2 only	Special Concrete Catch Basins	100.00	200.00
6 only	Adjustment of Manholes	75.00	450.00
3 only	Adjustment of Catch Inlets	25.00	75.00
220 cu.yd.	Concrete Curbs	45.00	9,900.00
1,100 only	3/8" - 8" Dowel Pins	0.40	440.00
46 only	3/4" - 10" Dowel Pins	0.50	23.00
50 sq.yd.	Concrete Driveways	5.00	250.00
700 sq.yd.	Concrete Walks	3.50	2,450.00
240 lin.ft.	Expansion Joints in Concrete Walks	0.15	36.00
270 cu.yd.	Concrete in Islands	45.00	12,150.00
40 lin.ft.	1½-inch Galvanised Steel Pipe	1.25	50.00
130 lin.ft.	2-inch Galvanised Steel Pipe	2.25	292.50
4,700 cu.yd.	Coarse Crushed Material in Base	2.85	13,395.00
470 cu.yd.	3/4" - 0 Material in Base & Foundation Course	3.25	1,527.50
130 M-gal.	Sprinkling	2.50	325.00
All Required	Preparation of Base		500.00
54 cu.yd.	3/4" - 0 Material in Binder Course	4.00	216.00
10 tons	RC-3 Asphalt in Binder Course	45.00	450.00
2,400 tons	Class "B" Asphaltic Concrete	6.50	15,600.00
750 lin.ft.	Asphaltis Concrete Traffic Markers	1.00	750.00
16 tons	RS-1 Asphalt	50.00	800.00
16 tons	150-200 Asphalt in Pavement Seal	45.00	720.00
160 cu.yd.	Aggregates in Pavement Seal	4.50	720.00
5,650 sq.yd.	6-inch Portland cement Concrete Base	3.50	19,775.00
1,810 sq.yd.	Portland Cement Concrete Pavement	5.00	9,050.00
2,100 lin.ft.	Expansion Joints in Pavement	0.50	1,050.00

800 lin.ft.	Contraction Joints	$ 0.20	$ 160.00
2,300 lbs.	Tie Bars and Reinforcement	0.15	345.00
150 only	Dowel Bars	0.75	112.50
210 cu.yd.	½" - 0 Material in Cusion Course	5.00	1,050.00
555 cu.yd.	Structural Excavation	10.00	5,550.00
10 cu.yd.	Excavation Below Elevation Shown	10.00	100.00
1,050 lin.ft.	Furnish Treated Timber Piling	1.25	1,312.50
51 only	Drive Treated Timber Piles	50.00	2,550.00
820 cu.yd.	Class "A" Concrete	65.00	53,300.00
91,000 lbs.	Metal Reinforcement	0.11	10,010.00
All Required	Miscellaneous Metal (20%)		2,000.00
410 lin.ft.	Standard Metal Rail	12.50	5,125.00
All Required	Electrical Work (60%)		5,400.00
All Required	Revise Sprinkling System		350.00
All Required	Remove and Reconstruct Memorials, Complete		10,500.00
	Subtotal		$ 267,380.00
	10% Engr. & Cont.		26,738.00
	Total		$ 294,118.00

Length of Roadway 0.385 mile
Cost of Roadway per mile $763,942.85

Type Code X731
Columbia Street Undercrossing (Sta. 121+43.88)

All Required	Shoring, Cribbing, Etc.		$ 100,000.00
4,440 cu.yd.	Structural Excavation	$ 10.00	44,400.00
80 cu.yd.	Excavation Below Elevation Shown	10.00	800.00
7,450 lin.ft.	Furnish Treated Timber Piling	1.25	9,312.50
174 only	Drive Treated Timber Piles	50.00	8,700.00
1,450 cu.yd.	Seal Concrete	40.00	58,000.00
2,410 cu.yd.	Class "A" Concrete	65.00	156,650.00
542,000 lbs.	Metal Reinforcement	0.11	59,620.00
All Required	Structural Steel (45%)		24,435.00
All Required	Miscellaneous Metal (40%)		4,000.00
1,160 lin.ft.	Standard Metal Rail	12.50	14,500.00
All Required	Electrical Work (20%)		1,800.00
All Required	Remove Existing Trestle		500.00
620 lin.ft.	Furnish Untreated Timber Piling	0.75	465.00
12 only	Drive Untreated Timber Piles	50.00	600.00
9 M-FBM	Untreated Timber in Place	200.00	1,800.00
675 lin.ft.	Metal Guard Rail	7.00	4,725.00
			$ 490,307.50

Type Code X731
Clay Street Undercrossing (Sta. 128+85.55)

605 cu.yd.	Structural Excavation	$ 10.00	$ 6,050.00
10 cu.yd.	Excavation Below Elevations Shown	10.00	100.00
2,800 lin.ft.	Furnish Treated Timber Piling	1.25	3,500.00
136 only	Drive Treated Timber Piles	50.00	6,800.00
1,170 cu.yd.	Class "A" Concrete	65.00	76,050.00
212,000 lbs.	Metal Reinforcement	0.11	23,320.00
All Required	Structural Steel (55%)		29,865.00

All Required	Miscellaneous Metal (40%)		$ 4,000.00
830 lin.ft.	Standard Metal Rail	$ 12.50	10,375.00
All Required	Electrical Work (20%)		1,800.00
			$ 161,860.00

Subtotal	$ 652,167.50
10% Engr. & Cont.	65,216.75
Total	$ 717,384.25

Length of 2 Structures 0.000 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 294,118.00	$ 174,464.00	$ 119,654.00
Structures	717,384.25	425,536.00	291,848.25
	$1,011,502.25	$ 600,000.00	$ 411,502.25

RECEIVED
OCT 19 1955
FOR FILING

6 12

4512

October 18, 1955

Bureau of Water Works
City of Portland
Department of Public Utilities
209 City Hall
Portland, Oregon

Attention: Mr. H. Kenneth Anderson

Gentlemen:

Reference is made to your letter of October 11, 1955, to Mr. Lowell A. Johnston in which you furnished an estimate of cost of the revisions to the water system made necessary by our Clay Street-Columbia Street project on Harbor Drive.

We wish to call your attention to two items in this estimate. It is possible that the item of 30" steel pipe on Market Street can be reduced, and most of the item for cutting pavement can be eliminated from the estimate. We have an item for pavement removal in our contract with the General Construction Company. We are asking our Resident Engineer on the grading portion of the work, Mr. Lowell A. Johnston, to confer with you in regard to these two items.

This letter is to authorize you to proceed with the remodeling of your water system in accordance with the plans and estimate you provided. Kindly keep an accurate breakdown of your costs for this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

PHB/dp

cc P. M. Stephenson
A. G. Skelton
Lowell A. Johnston
Marshall Dresser

RECEIVED
NOV 15 1955
FOR FILING
FORM 230—50M—2-55—32985

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 14, 1955

SUBJECT: Clay Street-Columbia Street Interchange in the City of Portland

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

You have requested the Legal Department to prepare a throughway agreement which the State was to enter into with the City of Portland for the purpose of closing several streets in the City of Portland. Please be advised that under the present conditions the Throughway Law does not authorize the closure of these city streets and, therefore, we are not preparing the throughway agreement as you requested.

The conditions which prevent the application of the Throughway Law to the above referred interchange are that when the Front Avenue survey was adopted, while it was made a part of the state highway system, it was not made a part of any specific state highway. An extensive search conducted by Mr. Glaisyer's office has failed to produce a resolution which has made this specific section of highway a part of any other designated highway. This section of highway was not therefore designated or declared to be a throughway. While it is evident that the route of the Front Avenue survey was intended to be made a part of the Pacific Highway West, this was not accomplished in the adoption of the Front Avenue survey, nor at any subsequent time.

There is a possibility of accomplishing the purposes and intentions of the plan which has been consented to by the City of Portland as well as the State Highway Commission, by two possible methods. ORS 373.050 states that whenever the State Highway Commission constructs a state highway, or designates a certain street or streets over which a state highway is to be routed within an incorporated city, the Commission may close any street at the point where it intersects, or is intersected, by the state highway or by the streets selected and designated as the route of the state highway by a formal agreement with the municipal authorities of the city. Before this method can be used, however, the State Highway Commission, after investigation, must find and declare by resolution that the closing of the street, or streets, at the point of intersection is necessary to provide safety for the general public, or that such closure will contribute to a more expeditious and orderly movement of traffic, or both. Before the municipal authorities can enter into such a formal agreement with the State Highway Commission, the municipal authorities must comply with all city ordinances or charter provisions pertaining to the closing of the streets in the city, and must adopt in a resolution or ordinance, whichever is appropriate, the formal agreement to be entered into by the city designating the particular streets to be closed by name or intersection.

The other possible method by which the City and State may accomplish the purposes and intentions of their plan is by having a throughway survey taken of the Pacific Highway West including Harbor Drive. If it develops that there are not ten or more businesses abutting on the highway catering to the motoring public within any one mile of the proposed traffic interchange, then that section of highway which was made a part of the highway system by the adoption of the Front Avenue survey could be officially designated as a throughway. Thereafter, an agreement could be entered into with the City under the Throughway Law to close the desired streets.

It is well to note at this time that the section of highway comprising the Front Avenue survey should be made a part of the Pacific Highway West, as was evidently the intention of the Commission at an earlier date. It is also well to note that the closure of the city streets of Portland along the Front Avenue project was never properly accomplished by the State Highway Commission originally unless the City of Portland took the required steps under the Oregon statute which was the forerunner to ORS 373.050.

If we can be of any further assistance to you in this matter, please advise.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:FRC

cc- Mr. C. W. Enfield
County & City Relations
Office

RECEIVED
OCT 4 1955
FOR FILING

11-306 (13)

4-P

Salem, Oregon
October 3, 1955

Building at Southwest Clay
and Front Avenue

Mr. C. W. Enfield

In connection with the Clay-Columbia Street interchange, we purchased a building located on Lot 8 at the southeast corner of Southwest Clay Street and Front Avenue. This was purchased from Schnietzer and Wolfe Investment Company, who retain ownership of the adjoining Lot 7. They request that we leave the south wall of this building in place up to the elevation of the second floor of the building. Their Lot 7 is used for the storage of junk, and leaving this much of the wall in place will result in a better appearance for the project.

We are willing to accede to their requests under certain conditions. The agreement to leave this wall in place should be revokable by six months' notice to Schnietzer and Wolfe Investment Company.

In leaving the wall in place, the concrete girders supporting the second floor will be cut off at the inside face of the wall, and the broken concrete at this point should be repaired to present a smooth finish. Should this require additional work by our contractor, Schnietzer and Wolfe Investment Company are to bear the additional cost. There is to be no material piled against the wall, nor no attachment made to the wall. There is a doorway through the wall at the first floor level which is to be filled in with tile to match the appearance of the rest of the wall.

Schnietzer and Wolfe Investment Company should accept all responsibility for any damage resulting from the leaving in place of the wall above the first floor level and should post a bond to cover this responsibility. I would suggest that the bond be in the amount of $50,000.

It would be appreciated if you would draw up an agreement along these lines to cover the matter.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

NOTED
G. S. PAXSON

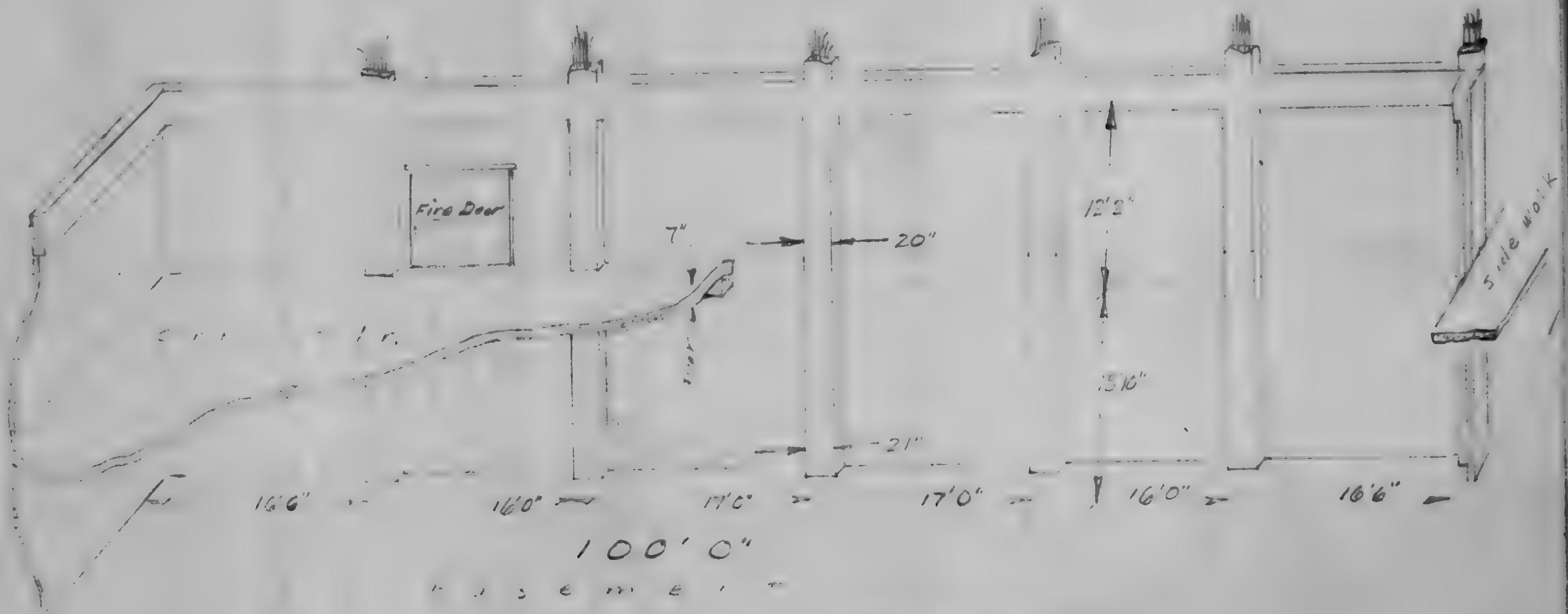
Form 2-106-1034-7-54
State Printing 77341

Job No. ....
Sheet .... of .... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ....
Made by ...., 19...... Checked by ...., 19...... Backchecked by ...., 19......

S. Wall Detail
Alaska Junk Co. Bldg.
S.W. FRONT & CLAY
Portland Oregon



Taperd columns
21" x 21" at basement
18" x 20" at Grnd Flr

Curtain Wall 8" thick

7- $\frac{3}{4}$"Ø per column.

RECEIVED
SEP 30 1955
FOR FILING

U-306 (B)

4213

Salem, Oregon
September 30, 1955

Clay-Columbia Street
Interchange

Memorandum to files

At my request, Mr. Paul Gibson checked the location of the building which we purchased from Schnistzer and Wolfe at the southeast corner of the intersection of Front Avenue and Clay Street. This building is entirely on Lot 8, which we purchased.

The south face of the wall at the west end of the building is 0.5 foot north of the south line of Lot 8, and the south face of the building at the east end is 0.2 foot north of the south line of Lot 8.

G. S. Paxson

GSP:gm

cc Mr. R. L. Porter

NOTED
G. S. PAXSON

RECEIVED
OCT 4 1955
FOR FILING

U-30-(1)

3-12

Salem, Oregon
September 29, 1955

Mr. C. W. Enfield
Chief Counsel

A contract has been awarded for construction of the Clay Street-Columbia Street Traffic Interchange on the Pacific Highway West (Harbor Drive) in the City of Portland. The project is being constructed as a throughway and has not been covered by an agreement. Due to the fact that there are certain streets to be closed it is requested that a throughway agreement be prepared covering the following points:

GENERAL: The project begins at Highway Engineer's Survey Station 119+40 and extends in a southwesterly direction to Highway Engineer's Survey Station 139+74. The plans for the project consist of five sheets and are to be attached and marked Exhibit "A."

THINGS TO BE DONE BY STATE:

1. State is to construct and thereafter maintain a complete traffic interchange as shown colored in green on sheets nos. 3 and 3A on the attached Exhibit "A."

2. State shall close the following streets at the westerly right-of-way boundary line of the throughway:

   a. S. W. Market Street
   b. S. W. Mill Street
   c. S. W. Montgomery Street
   d. S. W. Harrison Street

   The above closures are shown by means of red lines on sheets nos. 3 and 3A of said Exhibit "A."

THINGS TO BE DONE BY CITY:

1. City consents to the closure of those streets described in paragraph 2-a through 2-d under THINGS TO BE DONE BY STATE.

2. City consents to use by State for state highway purposes those portions of streets shown colored in yellow on sheets nos. 3 and 3A of said Exhibit "A."

Please prepare six copies of the agreement in addition to any required by the Legal Division. Attached is a set of construction plans for your information in preparing the agreement. This set of plans is to be returned to the County and City Relations Division. Eight copies of Exhibit "A" will be furnished by County and City Relations as soon as available.

W. C. Williams
Deputy State Highway Engineer

JDG:mm
Att.

cc: J. W. Cattrall

FORM 830—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested draft to the Legal Division requesting preparation of a throughway agreement covering the Clay-Columbia Street Interchange in Portland. We do not have an agreement covering this project and the City of Portland has requested that one be prepared.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
SEP [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1955
FOR FILING

U-306(13)

4513

NOTED
W. C. WILLIAMS

08-35

September 28, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

By program change approved December 27, 1954 the designation of the Clay Street-Columbia Street (Portland) Traffic Interchange project was changed from UI-306(13) to U-306(13). The change was made for the reason that the project was not believed to be on the final location of the interstate system.

Subsequently, this route has become part of the interstate system and an intermediate control point within the limits of the project has been approved. Therefore, it is now appropriate to change the project designation back to "UI".

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

RECEIVED
SEP 29 1955
FOR FILING

4-[illegible] ([illegible])

451

September 28, 1955

Mr. H. M. Amundson
Chief Engineer
The Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Sir:

I am returning herewith one copy of the permit covering the construction of the Clay and Columbia Street viaducts connecting Harbor Drive with these streets.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. G. S. Paxson
Mr. P. M. Stephenson

GSP:gm

Form W-116
(9-1-52)

DISTRICT
ZONING DIST.
DIST. CHECKED BY
CLASS OF CONST'N
GRADE OF OCCUP'Y

CITY OF PORTLAND, OREGON
BUREAU OF BUILDINGS
COMMISSION OF PUBLIC DOCKS

APPLICATION FOR PERMIT NEW STRUCTURE

APPLICANT MUST SECURE FINAL PERMIT FROM BUREAU OF BUILDINGS, ROOM 6?, CITY HALL, BEFORE STARTING CONSTRUCTION.

C.P.D. FILE NO.
PERMIT NO.
VALUATION
PERMIT FEE
RECEIPT NO.

Applicant must fill in from here down to Heavy Line at bottom of page in ink or indelible pencil, and also Situation Plan on back of sheet.

Application is hereby made to erect a { Pier / Dock or Wharf / Building / Waterfront Structure / Oil or Gasoline Tank } according to plans and specifications and description as given below.

The work which is to be done under this permit covers { Filling / Excavation / Dredging / Construction X } Put an X in space following work to be done.

Number and Street S. W. Harbor Drive between { Jefferson Street / Montgomery Street }

Lot Unplatted Block Addition

Size of Lot is X { Pier is / Dock or Wharf is / Building is / Waterfront Structure is / Oil or Gasoline Tank is } X

Construction of Building—I Class X; II Class; III Class; IV Class; V Class; VI Class; VII Class
(Put an X in space following kind of construction.)

Number of Stories — Height in Feet —

Occupancy or Use Highway Roadway

Construction of Waterfront Structure—Class A X Class B Class C
(Put an X in space following kind of construction.)

Height of Waterfront Structure [illegible] feet Level. Height of Dock or Pier Shed — feet

Estimated valuation of labor and material $

Plans and Specifications made by Oregon State Highway Department accompany this Application

Recorded Owner City of Portland Address Portland, Oregon

Name of Builder General Construction Company Address Portland, Oregon

DESCRIPTION OF WORK

The construction of two concrete and steel viaducts connecting Columbia and Clay Street with Harbor Drive as per plans and specification submitted subject to remodelling of small boat landing as per Dock Commission's specifications with reasonable dispatch.

ANY WORK NOT MENTIONED NOT INCLUDED IN PERMIT

I agree to build according to above description, plans and specifications and the Ordinances of The Commission of Public Docks.

OREGON STATE HIGHWAY DEPARTMENT
Applicant

...SION RECEIVED	PLANS CHECKED BY ENG.	PLANS CHK'D BY PLAN EX.	O. K.	PERMIT ISSUED
... of Buildings	By Date	By Date	By	By Date

...ICATION RECEIVED
... Commission of Public Docks

Application for Permit { Approved / ~~Not Approved~~ } Date Sept 27, 1955
THE COMMISSION OF PUBLIC DOCKS,
By [illegible]

PLANS EXAMINED
By
Date 9/27/55

...—Retained by Bureau of Buildings
...—Returned to Applicant
...—Returned to The Commission of Public Docks

C.P.D. Plan File No.

NOTICE: DUPLICATE APPLICATION must be kept on premises until work is completed

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
JOE E. DUNNE, CHAIRMAN
A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

September 27, 1955

Mr. G. S. Paxson, Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed herewith permits for the construction of the Clay Street inter-exchange.

Will you please sign the enclosed permits and return one to this office.

Yours very truly,

THE COMMISSION OF PUBLIC DOCKS

HMAnundson

H. M. Anundson
Chief Engineer

HMA:bs

Encls. 3

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 21 1955
FOR FILING

U-30[illegible] (1)

4513

6

September 21, 1955

Mr. Thomas P. Guerin
General Manager
The Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Mr. Guerin:

I have been advised that at the present time no regular use is being made of the small-boat moorage at the foot of Columbia Street. It will take some little time to assemble the material and get the work done in the remodeling of the moorage. It would be impractical, also, to extend the row of piling along the harbor line northerly until such time as the underwater work for the viaduct is done. It would be quite convenient if we could remove immediately that part of the present installation which interferes with the structural work, even though the public would be denied any use of the moorage until the work on the new moorage is complete. I can assure you we will proceed with the work on the moorage just as soon as we can get the material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. P. M. Stephenson

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SEP 27 1955
FOR FILING

11-206(13)

457

B

September 21, 1955

Mr. Thomas P. Guerin, General Manager
The Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Sir:

The Oregon State Highway Commission hereby confirms the arrangement reached to cover the remodeling of the Jefferson Street moorage necessitated by the construction of the Columbia Street traffic interchange. Our understanding of this arrangement is

1. The State Highway Commission will alter and rebuild the existing moorage in accordance with the plans attached to Mr. Anundson's letter of September 17, which plans are marked Sheets 1, 2 and 3, in so far as they apply.

2. The reconstruction will be in accordance with the "Specifications for the Relocation of the Approach and Floats of the Jefferson Street Small Boat Landing," which was attached to Mr. Anundson's letter.

3. The reconstruction as above detailed will be at the sole cost of the State Highway Commission.

4. The reconstruction as above detailed will constitute full and complete compensation to the Commission of Public Docks for any and all damages occasioned to the Jefferson Street moorage by the construction of the Columbia Street interchange.

We would appreciate receipt of your permit of entry so that our contractor may begin work on the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. M. Stephenson

GSP:gm

NOTED
G. S. PAXSON

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
JOE E. DUNNE, CHAIRMAN
A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

September 17, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

As per Mr. Guerin's letter of September 16th, we are enclosing herewith general plans and specifications for the small boat moorage at the foot of Jefferson Street.

These plans and specifications are intended to set forth our general requirements for this work, and final plans and specifications, which are to be prepared by your office, shall be subject to approval by this department.

Two drawings of the original plans, with modifications to suit present needs, are included for your guidance. The existing mechanical equipment can be re-used if reconditioned in good shape. However, any structural material such as decking, bolts, etc. removed for revision must be replaced new, according to specifications.

Very truly yours,

THE COMMISSION OF PUBLIC DOCKS

H M Anundson

H. M. Anundson
Chief Engineer

HMA/t
Enclosures

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 19 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
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A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

September 16, 1955

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

Please see our letter of September 13.

As per our telephone conversation of today, we are advised by counsel to the Commission that there is no legal impediment from the viewpoint of title to the issuance of a permit by the Commission of Public Docks for the work you contemplate.

We are forwarding to you, for delivery Monday morning, our general plans for the small boat moorage facility. These plans set forth our requirements. We understand that you will: (a) build this small boat facility at your expense entirely, and (b) prepare the contract plans and specifications thereof, subject to the approval of our engineers.

We would appreciate your written confirmation of our understanding. Immediately upon receipt of your confirmation, we can issue our permit, which will enable you to begin work.

Very truly yours,

THE COMMISSION OF PUBLIC DOCKS

Thomas P. Guerin

Thomas P. Guerin
General Manager

TPG/hsw

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 16 1955
FOR FILING

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
JOE E. DUNNE, CHAIRMAN
A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

U- 1.1)
4-12

September 13, 1955

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson ✓

Gentlemen:

This refers to your letter of September 2, 1955, signed by Mr. Baldock. Please refer also to our conversation of this morning with Mr. Paxson.

A regular meeting of the Commission of Public Docks was held yesterday. The Commission accepted the proposal that the rebuilding of the municipal small boat landing at your expense be considered as "just and reasonable compensation" for the damage to our present facility.

As we told Mr. Paxson this morning, our engineering department will prepare and submit the necessary details covering the plan which you in your letter referred to as a modification of Scheme II and which we will now call Scheme III. We, of course, understand your letter of September 2 as your agreement that you will accept this reconstruction of the municipal landing for your account in full.

Before we can issue a permit for your contractor to start work upon our property, the question of title must be clarified. This is also as we told Mr. Paxson this morning. We understand that your attorneys are expediting this point. As soon as the full legal right of the Commission to grant such a permit is determined, there would be no reason for further delay. Our understanding is that your attorneys will, upon completion of the title search, communicate with counsel to this Commission. We will, therefore, await your further word.

Very truly yours,

THE COMMISSION OF PUBLIC DOCKS

Thomas P. Guerin

Thomas P. Guerin
General Manager

Clay & Columbia Sts
project in Portland

TPG/hsw

cc: Mr. Thomas J. White
Counsel

RECEIVED
SEP 14 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 6 - 1955
FOR FILING

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[illegible]

September 2, 1955

Commission of Public Docks
City of Portland
Portland, Oregon

Attention: Mr. Thomas Guerin
General Manager

Gentlemen:

The State Highway Department is agreeable to making the necessary rearrangement of the boat mooring basin at the foot of Clay and Columbia Streets as outlined in our discussion of August 31, 1955. This rearrangement is based on the plan marked Scheme II or a modification of this plan.

As you know, after consultation with the Water Bureau, it has been found desirable to move the moorage downstream a sufficient distance to prevent interference with the Water Bureau's 30" submerged water pipe line. This will require a relocation of floats, piling, ramp, approach trestle, etc., all of which is a modification of the plan marked Scheme II.

With the understanding that we will make the necessary rearrangements of the mooring basin, we are requesting that you grant us permission to allow our contractor to enter the premises and start work.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

cc P. M. Stephenson

RECEIVED
SEP 9 1955
FOR FILING

[illegible]

[illegible]

September 8, 1955

General Construction Co.
4850 N. W. Front Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4513 awarded to you by the State Highway Commission on August 12, covering road and bridge construction on the Clay Street-Columbia Street Section of the Pacific Highway West in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
SEP 6 - 1955
FOR FILING

U [illegible]
[illegible]

Salem, Oregon
August 30, 1955

Mr. C. W. Enfield

Herewith copy of a letter from the Commission of Public Docks and of Ordinance No. 440 under which they authorized the construction of the Clay and Columbia Street intersection across property which they claim. We should negotiate with the Dock as soon as possible but I understand you want to settle the question of title before we do this.

G. S. Paxson

GSP:gm
Encl.

cc Mr. W. C. Williams
Mr. P. M. Stephenson

NOTED
G. S. PAXSO

THE COMMISSION OF PUBLIC DOCKS
OF THE CITY OF PORTLAND, OREGON

ADDRESS ALL CORRESPONDENCE TO
THE COMMISSION OF PUBLIC DOCKS
OFFICE
3070 N. W. FRONT AVENUE
ZONE 10

CABLE ADDRESS: "DOCOM"
CODE: BENTLEY'S COMPLETE PHRASE

COMMISSIONERS
JOE E. DUNNE, CHAIRMAN
A. E. GUNDERSON, VICE CHAIRMAN
CAPT. H. T. SHAVER
H. B. COOPER
MARSHALL N. DANA

GENERAL MANAGER AND SECRETARY
THOMAS P. GUERIN

August 25, 1955

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

We have for acknowledgement your letter of August 18, 1955, regarding Columbia Street Traffic Interchange. Your letter constitutes a request for this Commission's agreement to certain plans for construction of approaches, etc., as per engineer's drawings attached thereto. Your request was forwarded as your compliance with the legal requirements of the City of Portland.

The intended construction includes a section passing over certain properties owned by this Commission of which at least part comprises the municipal small craft moorage. From our point of view, the usability of the property as a moorage will be largely if not entirely destroyed, and the property itself rendered useless for any other purpose. This is contrary to the inferences of your letter to the effect that use of the moorage would not be precluded.

Your request came before the Commission of Public Docks at its regular meeting on August 22. After consideration, the Commission passed Ordinance No. 440, a copy of which is attached. Please observe that the ordinance constitutes a permit as requested by you subject, however, to the limitations set forth therein.

We would appreciate your prompt attention to the question of compensation. As to the matter of title, we understand you are in touch with Counsel to the Commission of Public Docks.

Very truly yours,

THE COMMISSION OF PUBLIC DOCKS

Thomas P. Guerin

Thomas P. Guerin
General Manager

TPG/hsw
Attachment
cc: Counsel

RECEIVED
AUG 29 1955
OREGON
STATE HIGHWAY COMMISSION

COPY

ORDINANCE NO. 440

WHEREAS, The Commission of Public Docks of the City of Portland, Oregon, is vested with exclusive government and control of all waterfront properties in the City of Portland and is vested with the duty of issuing permits for new construction along said waterfront upon a proper showing for the necessity thereof and the non-interference with the comprehensive plan of waterfront development promulgated by the said Commission; and

WHEREAS, the State Highway Department of the State of Oregon is desirous of constructing certain elevated ramp approaches in the vicinity of the Hawthorne Bridge across the Willamette River and said construction will be accomplished over and across certain waterfront real property owned by the City of Portland and under the exclusive government and control of the Commission, as aforesaid; and

WHEREAS, said construction appears to be in conformity with the general plans of the Commission subject, however, to the reasonable reimbursement to the Commission of funds expended heretofore in the general improvement of said waterfront;

NOW, THEREFORE, The Commission of Public Docks of the City of Portland, Oregon, does hereby ordain as follows:

> That a permit be, and the same hereby is, granted to the State Highway Department of the State of Oregon to construct elevated ramps and approaches over property owned by the City of Portland and under the jurisdiction and control of said Commission in the vicinity of the Hawthorne Bridge so long as said construction shall conform in all respects to the plans and specifications heretofore submitted to said Commission by the permittee, which plans and specifications by this reference are hereby incorporated in and made a part of the permit herein granted, PROVIDED, HOWEVER, that said permit is conditioned upon the payment of just and reasonable compensation (in accordance with the rules and regulations governing the determination of just compensation in eminent domain proceedings) to the said Commission for the destruction, interference with, and inconvenience occasioned to properties affected hereby and the municipal boat landing erected thereon, and
>
> BE IT FURTHER ORDAINED, That the authority conferred by the issuance of said permit shall be all that authority residing in the said Commission of Public Docks with respect to the subject matter hereof, and said permit shall be and is accepted by the permittee subject to any legal impediment which may exist in the title and the said land and which, if any such impediment shall exist, would operate to qualify, limit, or negate the authority conferred by said permit.

C. S. PAXSON

- -

I, Joe E. Dunne, Chairman of The Commission of Public Docks, certify that at a regular meeting of The Commission of Public Docks of the City of Portland, Oregon, held on the 22nd day of August, 1955, at which said meeting the following Commissioners were present, to-wit: Joe E. Dunne, A. E. Gunderson, Capt. Homer T. Shaver, H. B. Cooper, and Marshall N. Dana, the same being a quorum of said The Commission of Public Docks, the above ordinance was duly and regularly passed.

Joe E. Dunne - Chairman

RECEIVED
AUG 25 1955
FORM 2-30 25M 9-51 82216
FOR FILING

61
Mr Payson
457

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1955

SUBJECT:

To:

Mr. P. M. Stephenson
Bridge Engineer
Office

Dear Sir:

On Thursday, August 18, Mr. Robert May called and asked that someone from this department, familiar with the structural details of the proposed Clay and Columbia Street Traffic Interchanges, meet with Mr. Rae Watts, Assistant General Manager of the Commission of Public Docks, and explain the plans of the proposed project. A meeting was arranged and held at 10:30 a.m., Friday, August 19, in the conference room of the Commission of Public Docks office at which Mr. Watts and Mr. _________, Assistant Chief Engineer, were present for the Dock Commission and Mr. Frank Young and I for the Highway Department.

The Commission of Public Docks holds title, through a warranty deed, of a parcel of land bounded by Harbor Drive on the west and the Harbor Line on the east over which a portion of the Columbia Street Interchange is to be built. The area involved contains the old Battleship Oregon moorage, but at the present time the river area contains a small boat moorage used by the U. S. Coast Guard and private pleasure boat operators. The moorage was constructed about 1945 of untreated timber and piling. No rental is being charged the Coast Guard or pleasure boat operators for use of the moorage.

The Commission of Public Docks are concerned about two things with reference to the proposed construction:

Item 1. The Commission of Public Docks holds a deed to the area involved and Mr. Watts thinks that they are required by the terms of the deed to maintain a public moorage.

Item 2. That the construction of the Jefferson Street Interchange will preclude the use of the existing moorage facilities as the column arrangement is such that boats, of a size now using the moorage, would not be able to navigate between the columns and that at high water there would be inadequate vertical clearance.

With regard to Item 1 above, the Commission of Public Docks will make a search of their deed to find what their legal responsibilities are on

NOTED
C. S. PAXSON

the property usage. If the Dock Commission has no legal requirements to maintain a moorage at the site, then it will be up to the Commission to determine its policy with regard to granting the Highway Commission easements for the proposed construction as requested by Mr. Paxson's letter of August 18. A copy of this letter was shown to Mr. Watts as their copy had not been received at this time. A print of the vicinity map, scale 1"=20', on which the proposed structures' columns had been drawn was also left with him. If the Dock Commission is required by terms of their deed to maintain moorage facilities, Mr. Watts thought it might be possible to shift the moorage upstream. This would require rebuilding the moorage in the new location and a possible shift in the location of the Harbor Line towards the river center line.

The Commission of Public Docks holds meetings the second and fourth Mondays with the next meeting Monday evening, August 22. An attempt will be made by Mr. Watts to have the matter ready to present to his Commission on August 22. He is to be contacted by phone on Monday morning with the idea that, if the matter can be presented to the Dock Commission Monday evening, a representative of the Highway Department should be present at the meeting.

Very truly yours,

Ivan D. Merchant
Asst. Bridge Engineer

IDM/dp

cc G. S. Paxson ✓
Robert May

RECEIVED
AUG 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1955
FOR FILING

August 18, 1955

Mr. Thomas P. Guerin, Manager
The Commission of Public Docks
City of Portland
3070 N. W. Front
Portland 10, Oregon

Re: Columbia Street
Traffic Interchange

Dear Sir:

The State Highway Commission proposes to build an interchange connecting Southwest Columbia Street with Harbor Drive. As a part of this interchange a viaduct is to be built which is on a curve passing over a portion of the present moorage used by the U. S. Coast Guard. The entire viaduct will be in shore from the harbor line.

I am attaching hereto two prints from the title sheet (Sheet No. 1), the layout sheet (Sheet No. 3), and from our Drawings No. 115[illegible]5, 11577, and 11739. The location of the bents supporting the viaduct are shown on Drawing 115[illegible]5. The only bents which would interfere with use of the moorage in any way are Bents 3, 4, 5 and 6. The details of these bents are shown on Drawing 11577. The location of the bents and clearances under and around them have been discussed with Captain Russell of the Harbor Patrol. At the time of our conference he was of the opinion that the location of these bents would not preclude use of the moorage.

You now have floating walkways and a boathouse used by the U. S. Coast Guard in this area. The boathouse, the walkways, and the stairway connecting to the walkways will not be disturbed by our construction. The ramp leading from the top of the stairway to the shore is interfered with, and we propose to replace this at our own cost with another walkway joining to the sidewalk at a point a short distance to the north of the present connection. The details of this new walkway are shown on Drawing 11739. I am sure that you will find the type of construction which we propose equal to or better than the existing walkway.

Preliminary plans showing the location of this viaduct and the portion of the columns were sent to Mr. Anundson, Chief Engineer of the Commission of Public Docks under dates of August 1[illegible], 1953 and October 23, 1953.

In accordance with the terms of the charter of the City of Portland, we respectfully request a permit covering this project.

Very truly yours,
R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

NOTED
G. S. PAXSON

Attach.
cc Mr. Alex Parks, Attorney
Mr. W. C. Williams
Mr. Robert May
Mr. P. M. Stephenson
GSP:gs

RECEIVED
AUG 16 1955
FOR FILING

U. [illegible] (13)
4513

August 15, 1955

General Construction Co.
1850 N. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 awarded to you State Highway Contract No. 4513 for construction of Clay-Columbia Street Traffic Interchange over Harbor Drive in Multnomah County.

This award was based on your bid of $881,706 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 17 1955
FOR FILING

File

OREGON DISTRICT

1513

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4513 for Oregon Project U-306(13), Clay Street-Columbia Street Traffic Interchange, Pacific Highway West (Harbor Drive), in Portland, to General Construction Company of Portland, Oregon, low bidder in the amount of $881,706.00 at the August 12, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 18 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1955
FOR FILING

U-306 (13)
4513

Salem, Oregon
July 28, 1955

Mr. A. G. Skelton

Attached is a copy of an agreement with the City of Portland covering the construction of the proposed Clay Street-Market Street one-way couplet in the city of Portland.

A fully executed copy of this agreement has been retained in the Commission's files and one has been sent to Wm. A. Bowes, Commissioner of Public Works, Portland.

R. H. Baldock

Attachment

lg

RECEIVED
JUL 27 1955
FOR FILING

u-306 (12)
4513

file

Salem, Oregon
July 25, 1955

Mr. R. H. Baldock
State Highway Engineer
OFFICE

MISC. CONTRACTS and
AGREEMENTS No. 1659

Dear Mr. Baldock:

Attached is an executed copy of an agreement with the City of Portland covering the construction of the proposed Clay Street-Market Street one-way couplet in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to Wm. A. Bowes, Commissioner of Public Works, Portland, Oregon.

Very truly yours

Secretary

FH
Attach: 1

FORM E-120 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 1955

Mr. Chas. H. Reynolds, State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, State Highway Commissioner
204 Commerce Building
225 S. W. Broadway
Portland, Oregon

Gentlemen:

At the last regular meeting of the Commission you approved for construction the proposed Clay Street-Market Street one-way couplet in the City of Portland, and authorized advertising the project, for bids to be received at the August meeting of the Commission.

The project requires an agreement with the City of Portland. The agreement has been prepared and has been signed by Mayor Peterson and Commissioner Bowes in behalf of the City. I enclose three copies of the same for your approval and signature. When executed, will you kindly return them to me for further handling. For your convenience in mailing, I also enclose stamped addressed envelopes.

Thanking you I remain,

Respectfully yours,

HBGlaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Enclosures

Mr. Reynolds:
Will you kindly forward the agreements direct to Mr. McIver when you have signed them. Thanks a lot.

HBG. Herb

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

UH

RECEIVED
JUL 22 1955
FOR FILING

U-396(3)
4513

REFERRED TO Query BY SECRETARY

watch for return

file

R

NOTED
FLOYD QUERY

July 19, 1955

Mr. Chas. H. Reynolds, State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, State Highway Commissioner
204 Commerce Building
225 S. W. Broadway
Portland, Oregon

Gentlemen:

At the last regular meeting of the Commission you approved for constuuction the proposed Clay Street-Market Street one-way couplet in the City of Portland, and authorized advertising the projects for bids to be received at the August meeting of the Commission.

The project requires an agreement with the City of Portland. The agreement has been prepared and has been signed by Mayor Petersen and Commissioner Bowes in behalf of the City. I enclose three copies of the same for your approval and signature. When executed, will you kindly return them to me for further handling. For your convenience in mailing, I also enclose stamped addressed envelopes.

Thanking you I remain,

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

Enclosures

Mr. Reynolds:

Will you kindly forward the agreements direct to Mr. McIver when you have signed them. Thanks a lot.

HBG.

Mr. McIver:

I have sent the three agreements to Mr. Reynolds to sign and have asked him to forward them to you direct when he has executed them.

HBG.

agreements rec in Salem office 7-22

FORM E-90 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1955

SUBJECT: Assignment No. 5592

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY [illegible]

NOTED
W. C. WILLIAMS

Attached are four copies of an agreement covering the proposed Clay-Market one-way couplet, paving, signals, etc. in Portland.

Three copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. After signature by the Commission, please return two fully executed copies to Mr. Will Gibson, City Auditor, Portland.

This completes Assignment No. 5592.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED

ASSIGNMENT

te: January 3, 1955 No. 55 By wcw

scription: Two letters by Leslie B. Hampton, letter of January 3 by F. B. Crandall, and nine copies of agreement with the City of Portland covering one-way couplet, resurfacing thereof, and traffic signal ~~in~~ installations

knowledged by____ Referred to Cattrall ✓

Investigate and report with recommendation
Such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Prepare reply for signature of Mr.________
Contact correspondent and report

emarks: **For execution by City.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-27-55 Report Received__________
me

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

alem, Oregon
uary 3, 1955

SUBJECT: Agreement City of Portland
Clay - Market One-Way
Signals, Paving, et cetera
Assignment WCW 5558

er

PLEASE RETURN TO
W. C. WILLIAMS

e copies of the above mentioned
ly forwarded to this office on
tention particularly to Mr.
23 to you wherein we had the
certain traffic signals and
ct a change in money.

s correct and may be processed.

NOTED
W. C. WILLIAMS

F. B. Crandall
Traffic Engineer

Attachments
JAH:mp

FORM 830—80M—4-54—74966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1955

SUBJECT: Agreement City of Portland
Clay - Market One-Way
Signals, Paving, et cetera
Assignment WCW 5558

To:

W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

I return to you herewith nine copies of the above mentioned agreement which was originally forwarded to this office on December 14. I call your attention particularly to Mr. Hampton's letter of December 23 to you wherein we had the agreement redrawn to delete certain traffic signals and add others. We did not effect a change in money.

The agreement as now drawn is correct and may be processed.

NOTED
W. C. WILLIAMS

F. B. Crandall

F. B. Crandall
Traffic Engineer

Attachments
JAH:mp

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1954

SUBJECT: Signal agreement with City of Portland

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I send you herewith nine (9) copies of the proposed agreement with the City of Portland covering the change in the one-way grid from Jefferson-Columbia Streets to Clay-Market Streets within the City of Portland.

This agreement was completed December 6, 1954, and transmitted to you. However, at the request of Mr. F. B. Crandall, Traffic Engineer, we have substituted a new page 3 to incorporate changes in General Provisions 3 (B). The changes are, adding signal installations at the intersections of S. W. 12th and Columbia and S. W. 12th and Jefferson, and dropping the signal installations from the intersections of S. W. 12th and Clay, S. W. 12th and Market, and S. W. 13th and Clay streets. There have been no other changes in the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:MH
Encls.

RECEIVED
[illegible] 1954
TRAFFIC ENGINEER

DEC 29 1954

NOTED
J. [illegible]
12/29

ASSIGNMENT

Date: December 14, 1954 No. 5[illegible] By [illegible]

Description: Letter of December 6 by Leslie B. Hampton enclosing nine copies of proposed agreement with the City of Portland covering establishment of a one-way couplet of Market and Clay Streets and traffic signal installations.

Acknowledged by____ Referred to Crandall

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: Please check.

PLEASE RETURN TO W. C. WILLIAMS

Executed 1-3-55 Report Received__________

me

IGHWAY DEPARTMENT

NT CORRESPONDENCE

regon

6, 1954

UBJECT:

PLEASE RETURN TO W. C. WILLIAMS

(9) copies of the proposed
and, covering the establishment
d Clay Streets, the resurfacing
allations within the City of

ed at the request of Mr. F. B.

Yours very truly,

C. J. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:MH
Encls.

RECEIVED
DEC 13 1954

FORM E-90 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1954

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy Highway Engineer
OFFICE

Dear Mr. Williams:

I send you herewith nine (9) copies of the proposed agreement with the City of Portland, covering the establishment of a one-way couplet of Market and Clay Streets, the resurfacing thereof, and traffic signal installations within the City of Portland.

This agreement was prepared at the request of Mr. F. B. Crandall, Traffic Engineer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:MH
Encls.

RECEIVED
DEC 13 1954

FORM E-123 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 20 1955

FOR FILING

11 [illegible]

July 15, 1955

Mr. Fred L. Peterson, Mayor
City of Portland
City Hall
Portland, Oregon

Dear Sir:

The Oregon State Highway Commission plans to acquire rights of way for and to construct interchanges connecting S. W. Clay Street and S. W. Columbia Street with S. W. Harbor Drive and to widen and improve S. W. Harbor Drive in that vicinity. The general location of the project is shown in red on the attached sketch map.

This notice is given pursuant to Chapter 447, Oregon Laws of 1955.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. G. S. Paxson

ED
5
IG

July 8, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Clay Street-Columbia Street
Interchange in Portland,
FAP U-306(13)

Dear Sir:

Herewith four prints each from Sheet No. 3 of the plans for the road work on this project and Drawing 7878-B showing clearances at several sections.

On Drawing 7878-B the section at Station 121+43.88 is at the intersection of the center line of the L-Co line (Columbia Street) and the HD line (Harbor Drive). The section at Station 127+41 is at the intersection of the north edge of the Clay Street overcrossing and the center line of Harbor Drive. The section at Station 127+93.00 is at the intersection of the south edge of the Clay Street overcrossing and the center line of Harbor Drive. The section at Station 131+50 is at the north end of the retaining wall connecting with the Clay Street viaduct near the south line of Hill Street.

When we first started the design and the acquisition of right of way for this project, we submitted, under date of October 29, 1953, a preliminary plan entitled "Plan "B-2", Harbor Drive-Clay-Columbia-Jefferson," dated August 1953 and revised September 15, 1953, and on this plan showed transverse sections giving the clearances at the columns in the medians both at Clay and Columbia Streets. These clearances were approved in your letter of December 15, 1953, and the clearances now shown at these points corresponds to those previously submitted.

In your letter of December 15, 1953 you commented upon control of access to property fronting on Harbor Drive between S. W. Clay and Columbia Streets and between S. W. Market and Harrison Streets. It is our intention to deny any vehicles access to the property between S. W. Columbia and S. W. Clay Streets. From S. W. Clay Street southerly to the south end of the project we have purchased the one-half blocks facing on Harbor Drive and have complete control of all access.

Plans for the structures have already been submitted to your office, and the complete plans for the entire project will be submitted in the very near future. This submission is to confirm the approval of clearances at the columns and walls of the project. We propose to advertise this project for the taking of bids at the Highway Commission meeting on August 11 and 12.

Very truly yours,

R. E. Baldock
State Highway Engineer

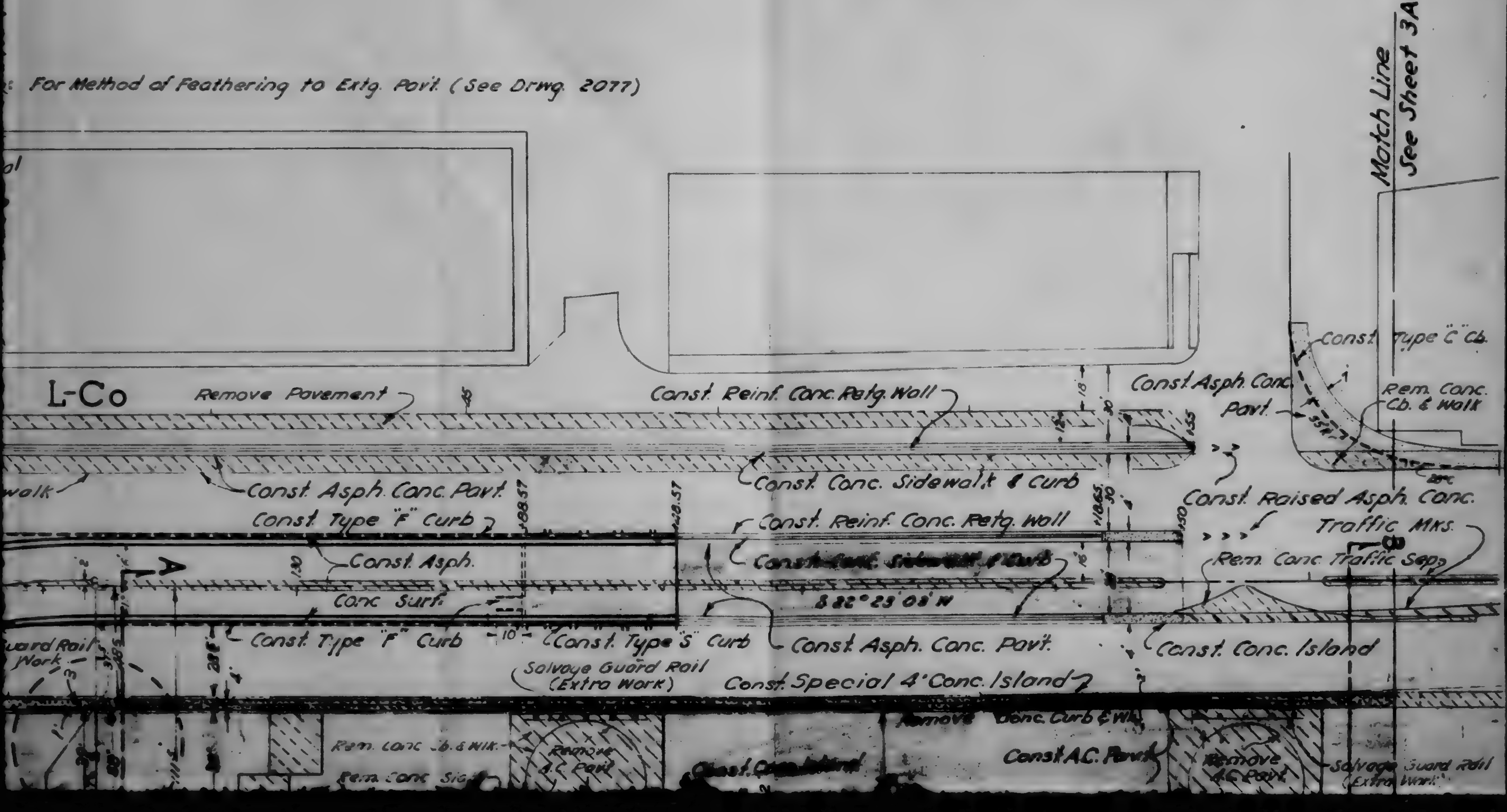
By

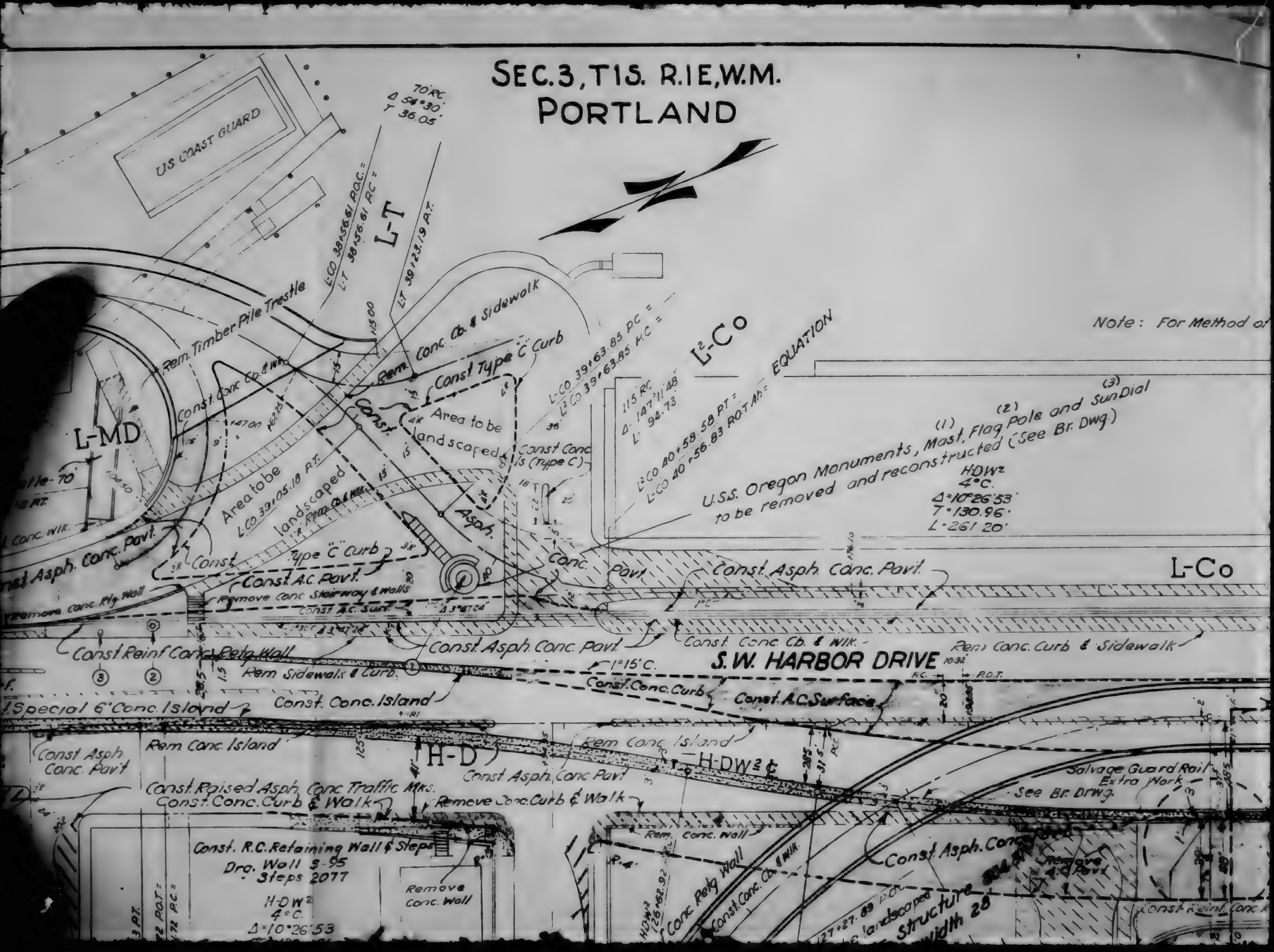
G. S. Paxson
Assistant State Highway Engineer

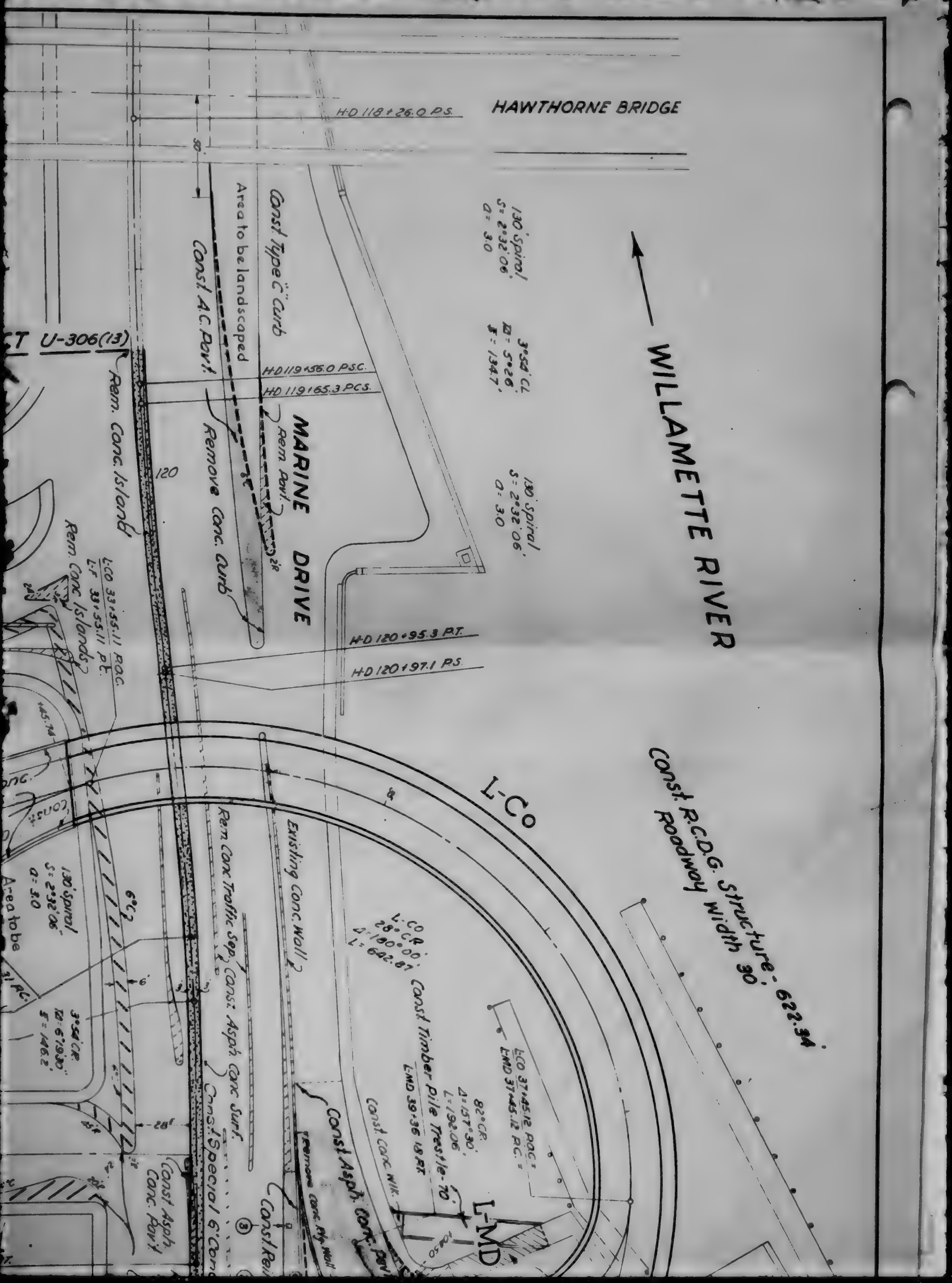
GSP:gm
Encls.

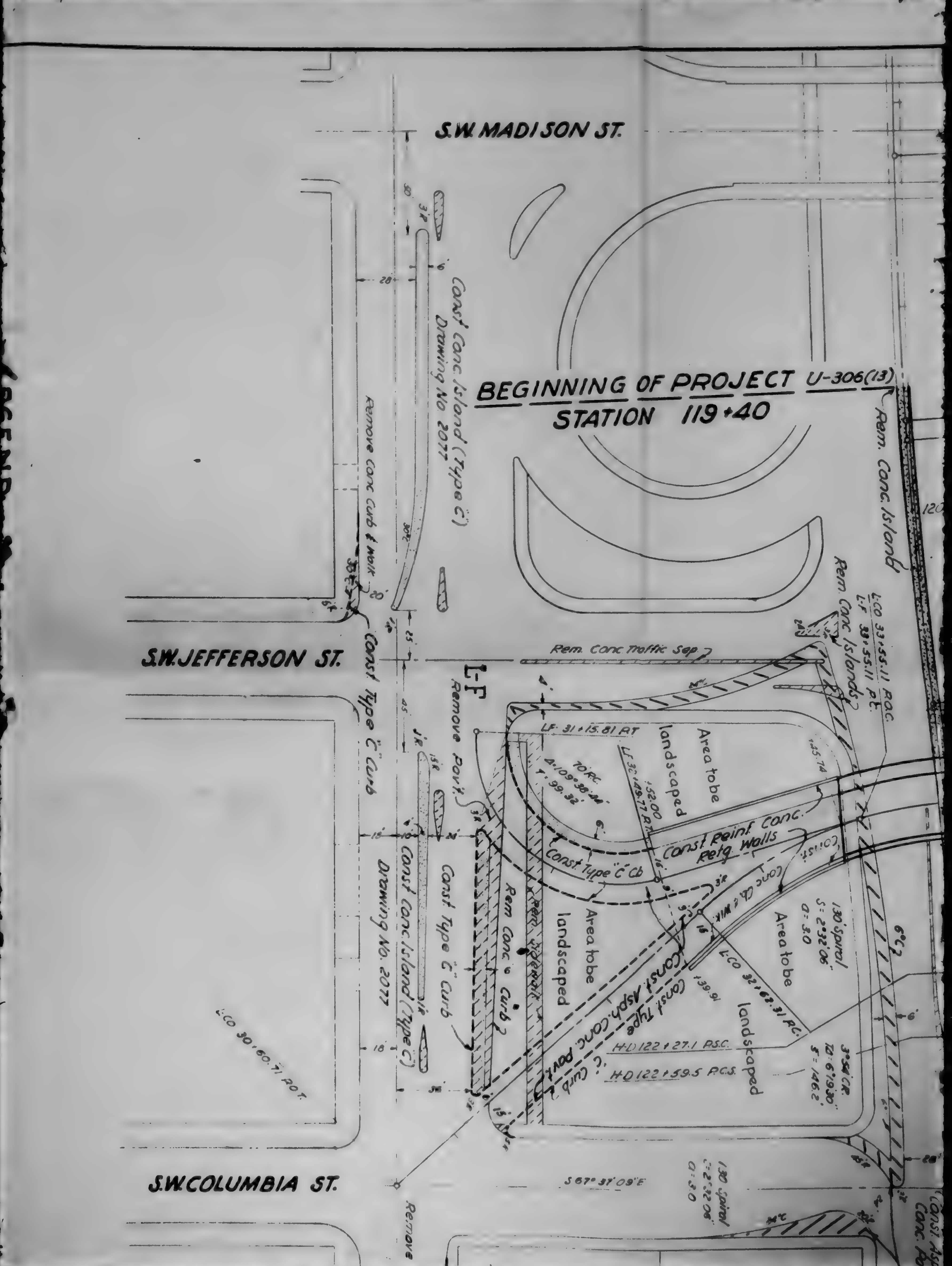
cc Mr. P. M. Stephenson

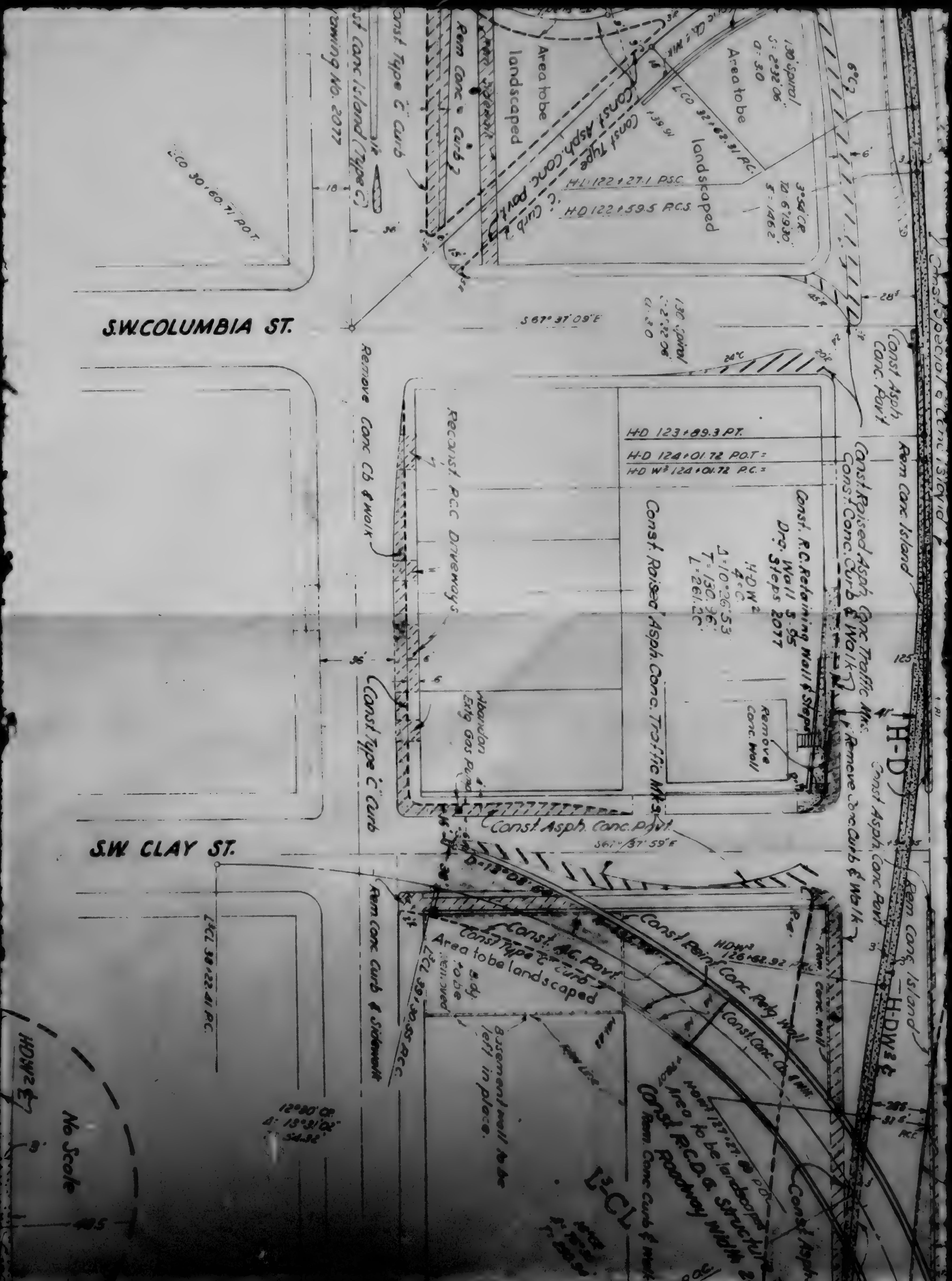
CLAY ST. - COLUMBIA ST. TR. INTERCHANGE PACIFIC HWY. W. (HARBOR DR.) MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-306(13)		See Index

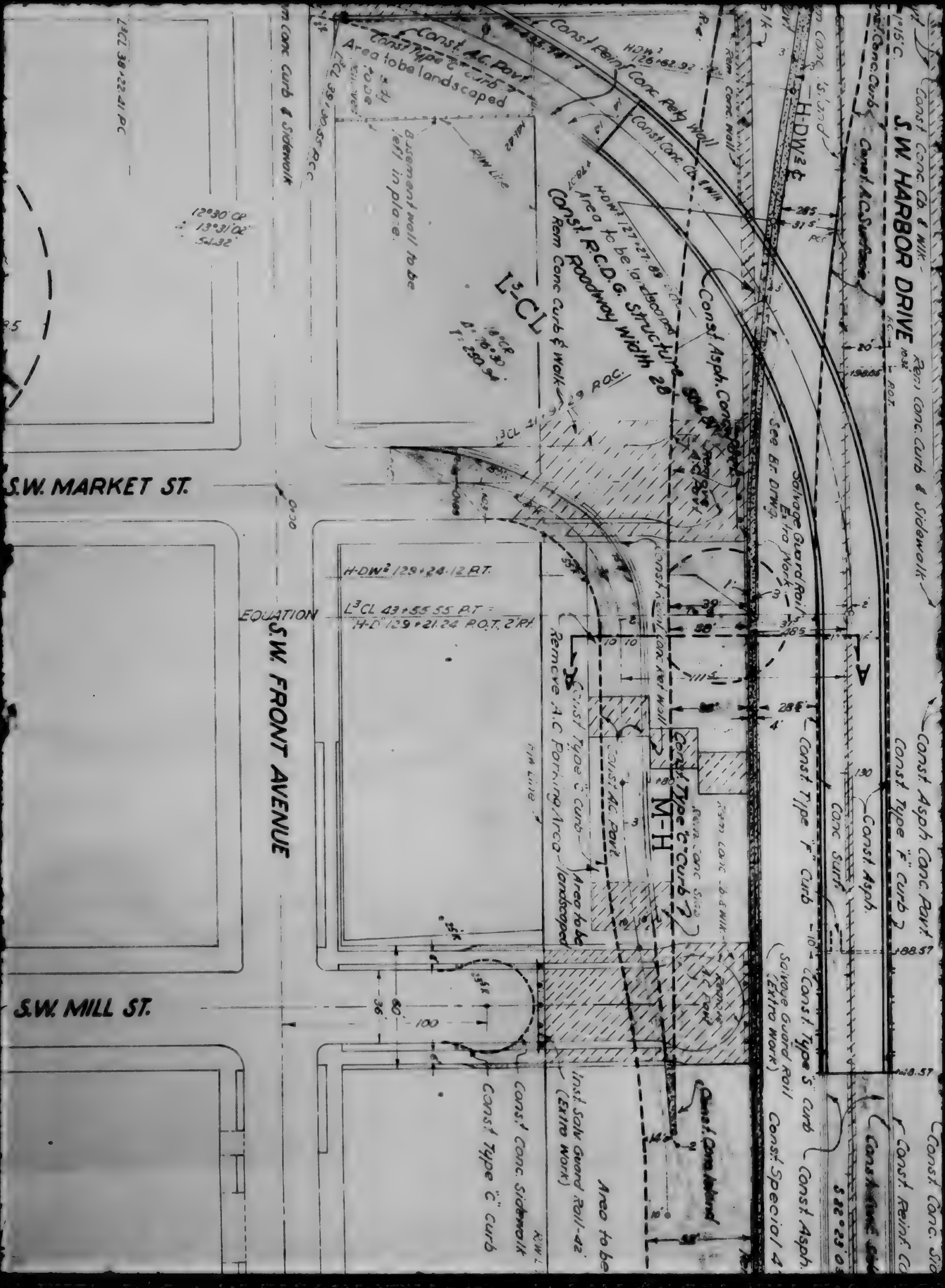


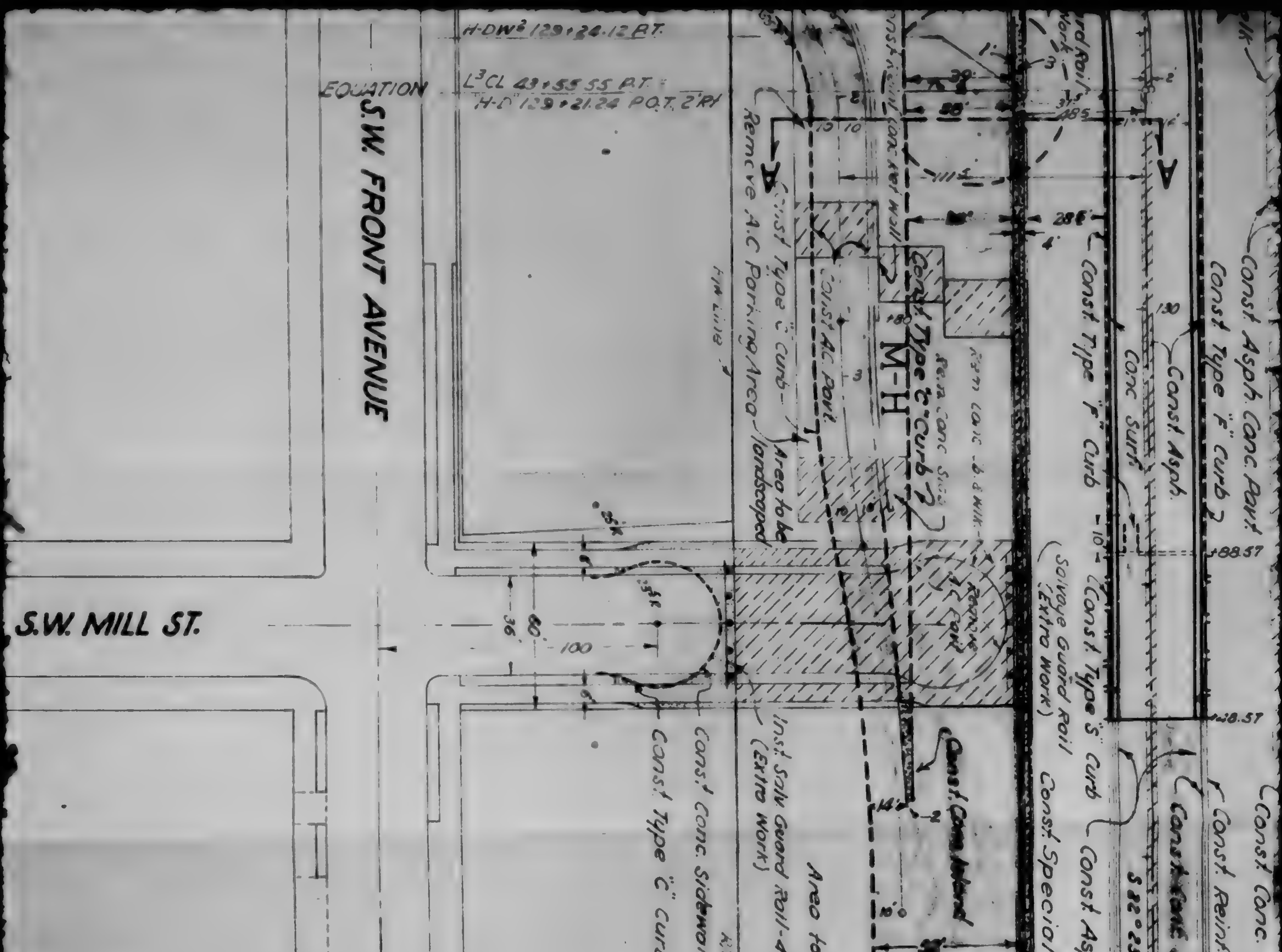

SEC.3, T1S. R.1E, W.M.
PORTLAND
US COAST GUARD
70' R.C.
Δ 54°30'
T 36.05
L-CO 38+56.61 P.O.C. =
L-T 38+56.61 P.C. =
L-T
L-T 39+23.19 P.T.
Rem. Timber Pile Trestle
Rem. Conc. Cb. & Sidewalk
Const. Type "C" Curb
Const. Conc. Cb. & Wlk.
L-MD
Area to be landscaped
L-CO 39+05.18 P.T.
Rem. Cb. & Wlk.
Const.
Type "C" Curb
Const. Asph. Conc. Pavt.
Const. A.C. Pavt.
Remove Conc. Stairway & Walls
Const. A.C. Surf.
Remove Conc. Rtg. Wall
Asph.
Conc. Pavt.
Const. Conc. Is (Type C)
L-CO 39+63.85 P.C. =
L² CO 39+63.85 P.C. =
115' R.C.
Δ 147°11'48"
L 94.73
L²-Co
L² CO 40+58.58 P.T. =
L-CO 40+56.83 P.O.T. Ah. = EQUATION
U.S.S. Oregon Monuments, Mast, Flag Pole and Sun Dial
(1) (2) (3)
to be removed and reconstructed (See Br. Dwg.)
HDW²
4° C.
Δ = 10°26'53"
T = 130.96
L = 261.20
Note: For Method of
L-Co
Const. Asph. Conc. Pavt.
Const. Conc. Cb. & Wlk.
Rem. Conc. Curb & Sidewalk
S.W. HARBOR DRIVE
1°15' C.
Const. Conc. Curb
Const. A.C. Surface
Const. Reinf. Conc. Retg. Wall
Rem. Sidewalk & Curb
Const. Conc. Island
Special 6" Conc. Island
Rem. Conc. Island
Const. Asph. Conc. Pavt.
H-D
H-DW² ℄
Const. Raised Asph. Conc. Traffic Mks.
Const. Conc. Curb & Walk
Remove Conc. Curb & Walk
Salvage Guard Rail Extra Work
See Br. Drwg.
Const. R.C. Retaining Wall & Steps
Drg. Wall 3-95
Steps 2077
Remove Conc. Wall
Rem. Conc. Wall
H-DW²
4° C.
Δ = 10°26'53
Conc. Retg. Wall
Const. Conc. Cb. & Wlk.
H-DW² 126+62.92 P.C.
127+27.89 P.O.T.
landscaped
Structure
Width 28
Const. Asph. Conc. Pavt.
Remove A.C. Pavt.
Const. Reinf. Conc.

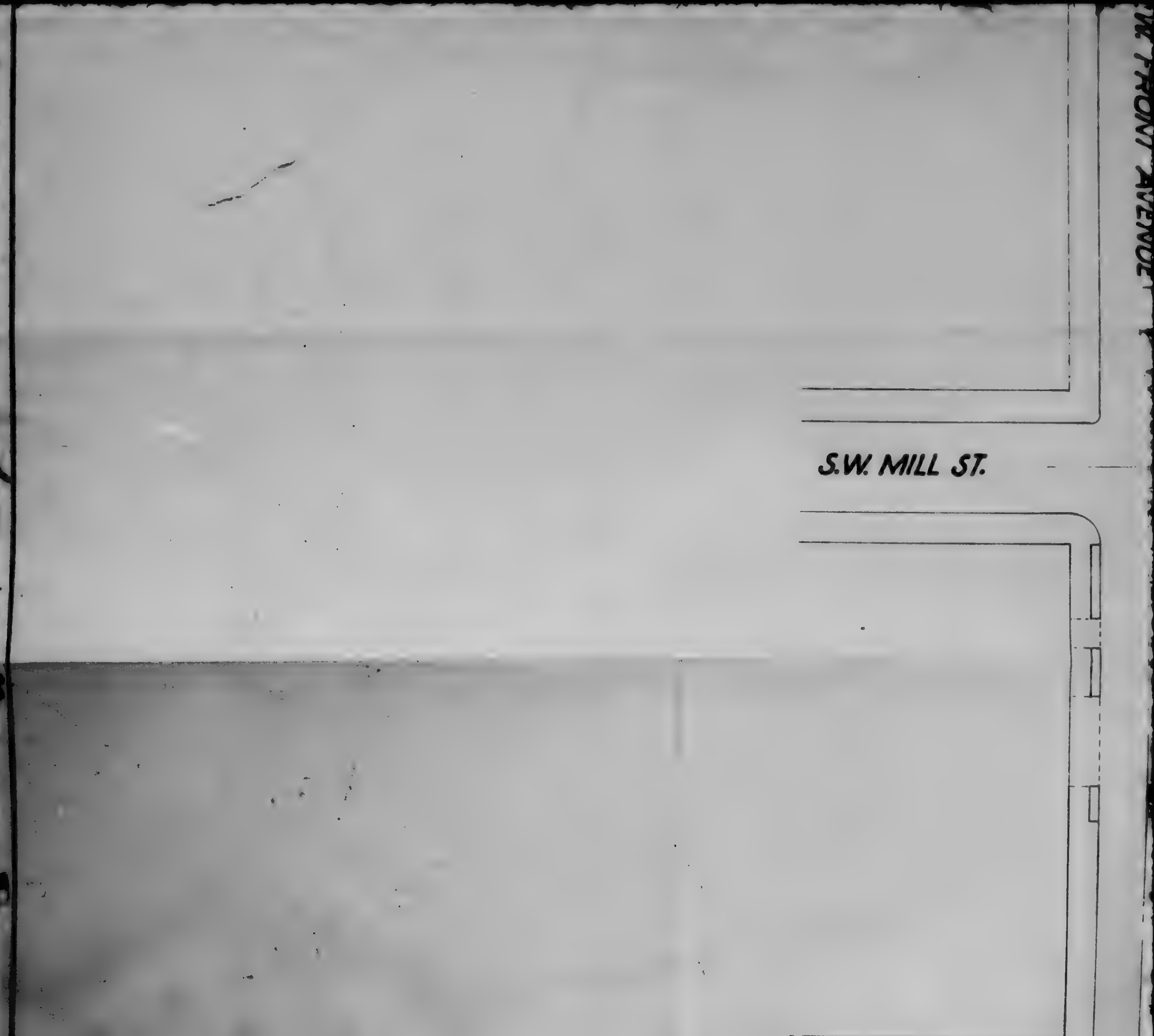

HAWTHORNE BRIDGE
H-D 118+26.0 P.S.
WILLAMETTE RIVER
130' Spiral
S = 2°32'06"
a = 3.0
3°58' CL.
Δ = 5°26'
T = 134.7
Const Type "C" Curb
Area to be landscaped
Const A.C. Pav't.
CT U-306(13)
H-D 119+55.0 P.S.C.
H-D 119+65.3 P.C.S.
MARINE DRIVE
Rem. Pav't.
Remove Conc. Curb
Rem. Conc. Island
120
130' Spiral
S = 2°32'06"
a = 3.0
Rem. Conc. Islands
L-CO 33+55.11 P.O.C.
L-F 33+55.11 P.T.
H-D 120+95.3 P.T.
H-D 120+97.1 P.S.
L-Co
Const. R.C.D.G. Structure; 622.34
Roadway Width 30'
Existing Conc. Wall
Rem. Conc. Traffic Sep.
Const. Asph. Conc. Surf.
Const. Special 6" Conc.
L-CO
28° CR.
Δ = 180°00'
L = 642.87
Const Timber Pile Trestle-70'
L-MD 39+36.18 P.T.
L-CO 37+45.12 P.O.C.
L-MD 37+45.12 P.C.
82° CR.
Δ = 157°30'
L = 192.06
Const Conc. Wlk.
Const Asph. Conc. Pav't.
Remove Conc. Pav. Wall
Const Rei
L-MD
130' Spiral
S = 2°32'06"
a = 3.0
3°58' CR.
Δ = 6°19'30"
T = 146.2
Area to be
Const Asph. Conc. Pav't.
6'
28'
6' C
③

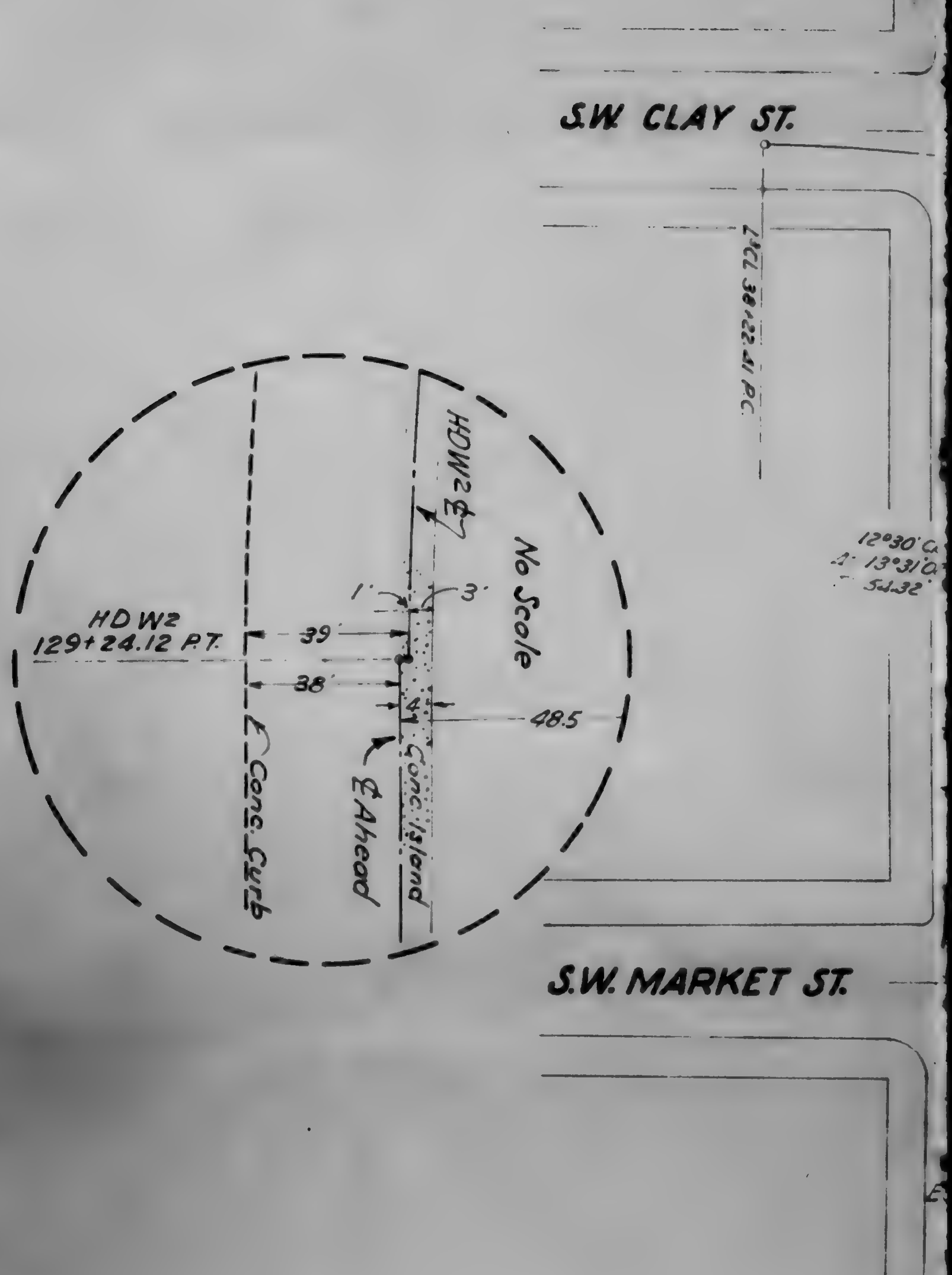

S.W. MADISON ST.
S.W. JEFFERSON ST.
S.W. COLUMBIA ST.
BEGINNING OF PROJECT U-306(13)
STATION 119+40
Const Conc Island (Type C)
Drawing No 2077
Remove Conc Curb & Walk
Const Type C Curb
Rem. Conc. Traffic Sep.
Rem. Conc. Island
Rem. Conc. Islands
L-F
Remove Pavt.
LF 31+15.81 AT
Area to be landscaped
Const Reinf. Conc. Retg. Walls
Const Type C Cb
Const Type C Curb
Rem Conc. Curb
Rem Sidewalk
Const Asph. Conc. Pavt.
Const Type C Curb
Conc Cb & Wlk
L.CO 32+62.31 P.C.
H-D 122+27.1 P.S.C.
H-D 122+59.5 P.C.S.
L.CO 30+60.71 P.O.T.
S 67° 37' 08" E
130 Spiral
130 Spiral
Remove
Const Asph Conc Pav

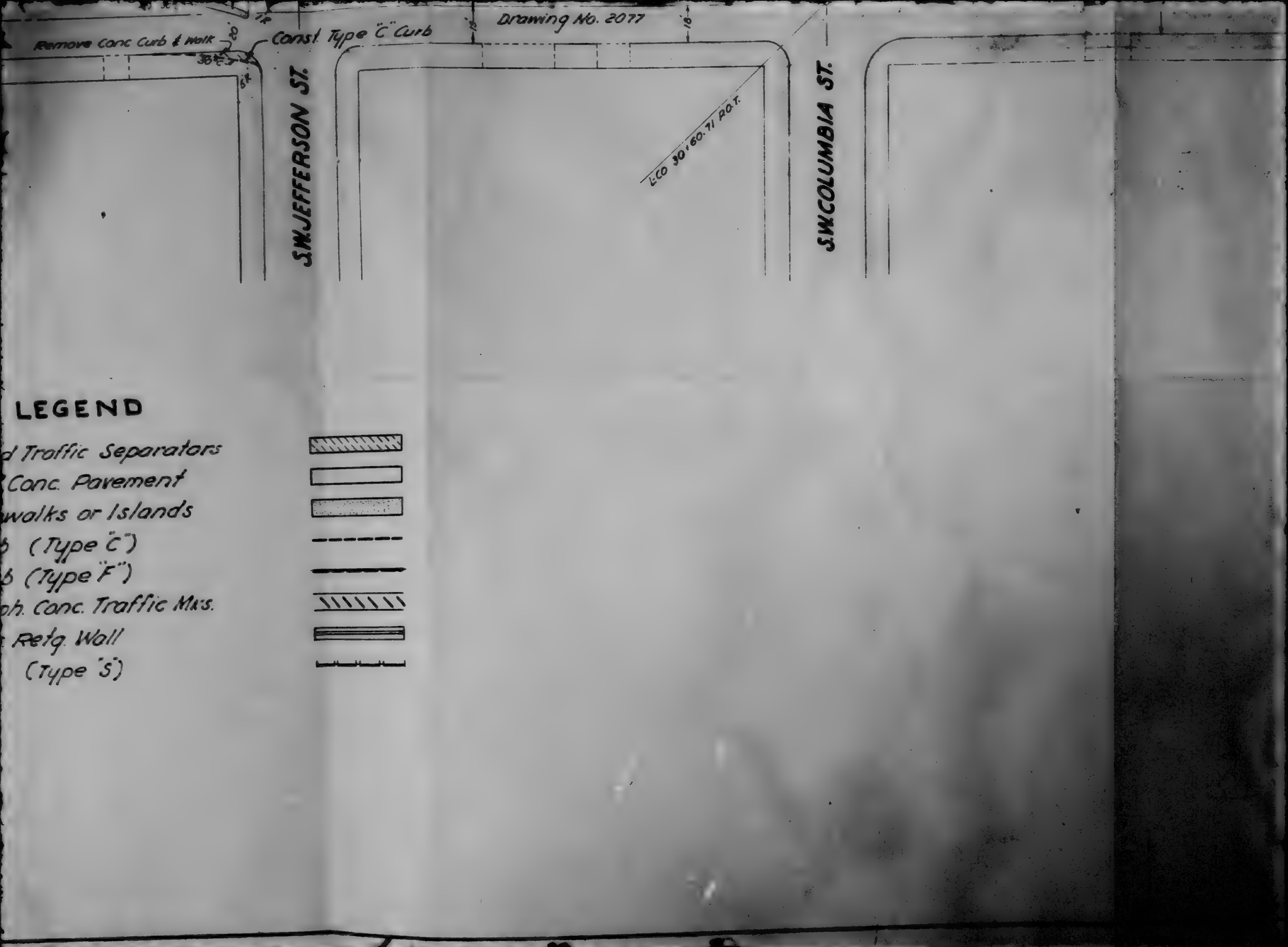

S.W.COLUMBIA ST.
S.W. CLAY ST.
Const Type C Curb
Const Conc Island (Type C)
Drawing No. 2077
Rem Conc Curb
Area to be landscaped
Const Type C Curb
Const Asph. Conc. Pav't
C.O. 30+60.71 P.O.T.
1:30 spiral
S: 2°32'06"
a: 3.0
Area to be landscaped
C.O. 32+63.31 P.C.
H-L 122+27.1 P.S.C.
H-D 122+59.5 P.C.S.
S 67° 37' 09" E
1:30 spiral
S: 2°32'06"
a: 3.0
Remove Conc Cb & Walk
Reconst. P.C.C. Driveways
Const Asph. Conc. Pav't
Rem Conc Island
Const Special a Conc Island
H-D 123+89.3 P.T.
H-D 124+01.72 P.O.T. =
H-D W2 124+01.72 P.C. =
Const. Raised Asph. Conc. Traffic Mks.
Const. Conc. Curb & Walk
Const. R.C. Retaining Wall & Steps
Drg. Wall 5.95
Steps 2077
H-D W2
Δ: 10°26'53"
T: 130.96
L: 261.20
Const. Raised Asph. Conc. Traffic Mks.
Remove Conc. Wall
Abandon Extg Gas Pump
Const Type C Curb
Remove Conc Curb & Walk
Const Asph. Conc. Pav't
H-D
Const. Asph. Conc. Pav't
S 67° 37' 59" E
Rem Conc Curb & Sidewalk
Const. A.C. Pav't
Const Type C Curb
Area to be landscaped
Const Reinf Conc Retg Wall
H-D W2 126+52.92 P.C.
Rem Conc Island
H-D W2
Const. Conc. Cb & Wk.
Rem Conc Wall
C.L. 30+22.41 P.C.
C.L. 35+30.55 P.C.
Basement wall to be left in place.
Area to be landscaped
Const R.C.D. & Structure
Roadway Width
Rem Conc Curb & Walk
Const Asph.
L3-CL
12°30'00"
Δ: 13°31'02"
No Scale
HDW2 ℄
28.5
28.5
125

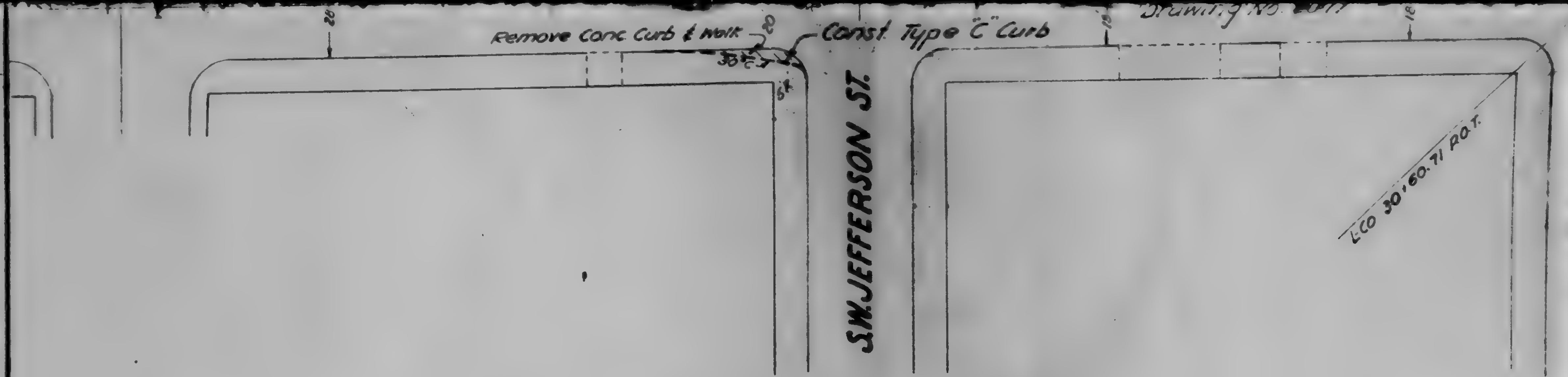

S.W. MARKET ST.
S.W. MILL ST.
S.W. FRONT AVENUE
S.W. HARBOR DRIVE
L³-CL
M-H
H-DW² ¢
EQUATION
H-DW² 129+24.12 P.T.
L³CL 43+55.55 P.T. =
"H-D" 129+21.24 P.O.T. 2 P.I.
Const. A.C. Pavt.
Const. Type "C" Curb
Area to be landscaped
Basement wall to be left in place.
R/W Line
Const. Reinf. Conc. Retg. Wall
Const. Conc. Cb. & Wlk.
Area to be landscaped
Const. R.C.D.G. Structure
Roadway Width 28'
Rem. Conc. Curb & Walk
Const. Asph. Conc. Pavt.
See Br. Dwg.
Salvage Guard Rail Extra Work
Rem. Conc. Curb & Sidewalk
Const. Type "C" Curb
Const. A.C. Pavt.
Remove A.C. Parking Area
Area to be landscaped
Rem. Conc. Sidewalk
Const. Type "F" Curb
Conc. Surf.
Const. Asph.
Const. Asph. Conc. Pavt.
Const. Type "F" Curb
Const. Conc. Cb. & Wlk.
Const. A.C. Surface
Rem. Conc. Curb & Sidewalk
Const. Conc. Sidewalk
Const. Type "C" Curb
Inst. Salv. Guard Rail -42 (Extra Work)
Area to be
Const. Conc. Island
Const. Type "S" Curb
Salvage Guard Rail (Extra Work)
Const. Special 4
Const. Asph.
Const. Reinf. Conc.
Const. Conc. Sid
12°30' CR
13°31'02"
54.32
60
36
100
28.5
31.5
88.57
198.05
130
S 82°23'03"


H-DW² 129+24.12 P.T.
EQUATION
L³CL 43+55.55 P.T. =
H-D² 129+21.24 P.O.T. 2 R1
S.W. FRONT AVENUE
S.W. MILL ST.
W. MONTGOMERY ST.
Const. Asph. Conc. Pavt
Const. Type "F" Curb
Const. Asph.
Conc. Surf.
Const. Type "F" Curb
Const. Type "S" Curb
Salvage Guard Rail (Extra Work)
Const. Special 4' Conc. Island
Const. Asph. Conc. Pavt.
Const. Conc. Island
Const. Conc. Sidewalk & Curb
Const. Reinf. Conc. Retg. Wall
Const. Reinf. Conc. Sidewalk & Curb
S 82°23'08" W
Const. Raised Asph. Conc. Traffic Mkrs.
Rem. Conc. Traffic Sep.
Const. Reinf. Conc. Wall
Const. Type "C" Curb
Rem. Conc. Sk. & Wk.
M-H
Const. A.C. Pavt.
Const. Type "C" Curb
Area to be landscaped
Remove A.C. Parking Area
R/W Line
Remove A.C. Pavt.
Const. Conc. Island
Remove Conc. Curb & Wk.
Const. A.C. Pavt.
Area to be landscaped
Remove Conc. Sk. & Wk.
Inst. Salv. Guard Rail-42 (Extra Work)
Const. Conc. Sidewalk
Const. Type "C" Curb
R/W Line
Inst. Salv. Guard Rail-42 (Extra Work)
Remove A.C. Pavt.
Salvage Guard Rail (Extra Work)
Area to be landscaped
R/W Line
Const. Conc. Sidewalk
Const. Type "C" Curb
100
36
60
100
25' R
+88.57
+28.57
+18.65
150
130
288
38
14
10


W. FRONT AVENUE
S.W. MILL ST.
S.W. MONTGOMERY ST.

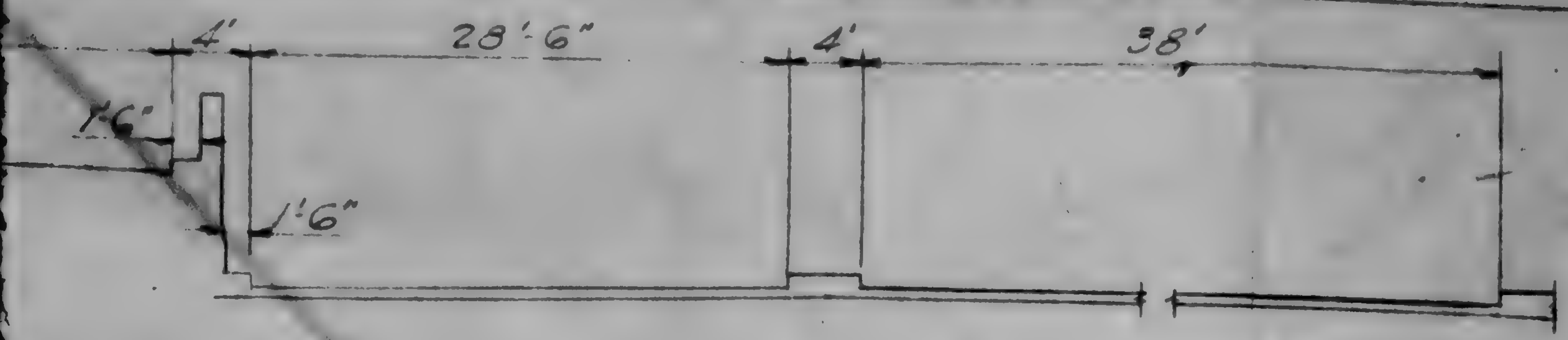

S.W. CLAY ST.
LCL 38+22.41 P.C.
12°30'
Δ 13°31'
54.32'
HDW2 ℄
No Scale
1'
3'
HDW2
129+24.12 P.T.
39'
38'
4'
48.5
℄ Conc. Curb
℄ Ahead
Conc. Island
S.W. MARKET ST.


Drawing No. 2077
Remove Conc Curb & Walk
Const. Type "C" Curb
S.W.JEFFERSON ST.
S.W.COLUMBIA ST.
L.CO 30+60.71 P.O.T.
18
18
LEGEND
d Traffic Separators
Conc. Pavement
walks or Islands
b (Type "C")
b (Type "F")
ph. Conc. Traffic Mks.
Retg. Wall
(Type "S")



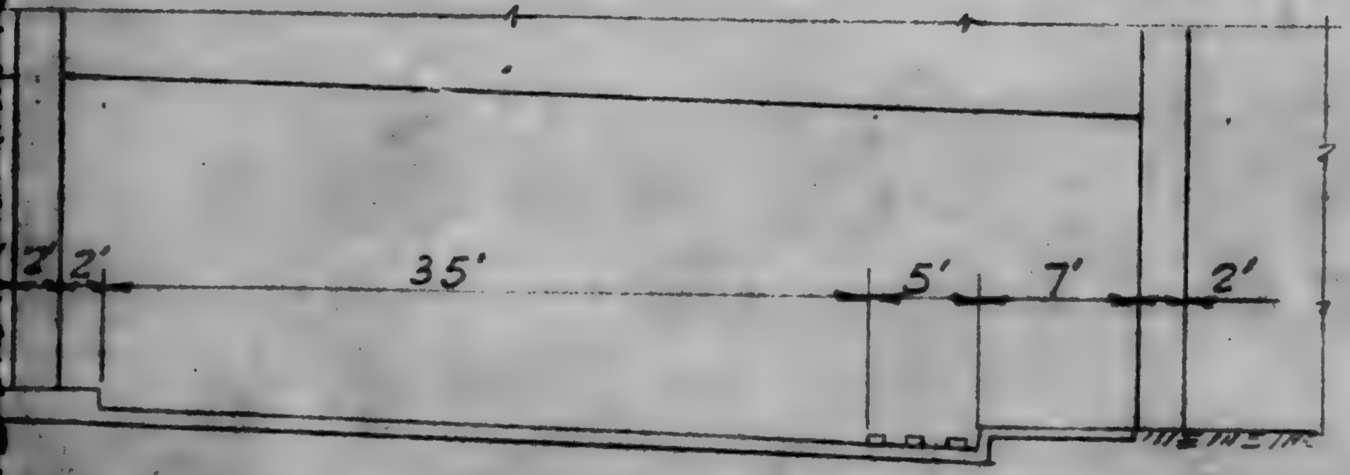
LEGEND

Remove Pav't. Walks Drwys. and Traffic Separators	▨
Const. Asphaltic Conc. Pavement	▭
Const. Conc. Sidewalks or Islands	░
Const. Conc. Curb (Type "C")	- - - - - -
Const. Conc. Curb (Type "F")	━━━━━━
Const. Raised Asph. Conc. Traffic Mks.	▧
Const. Reinf. Conc. Retg. Wall	═══
Const. Conc. Curb (Type "S")	┴┴┴┴



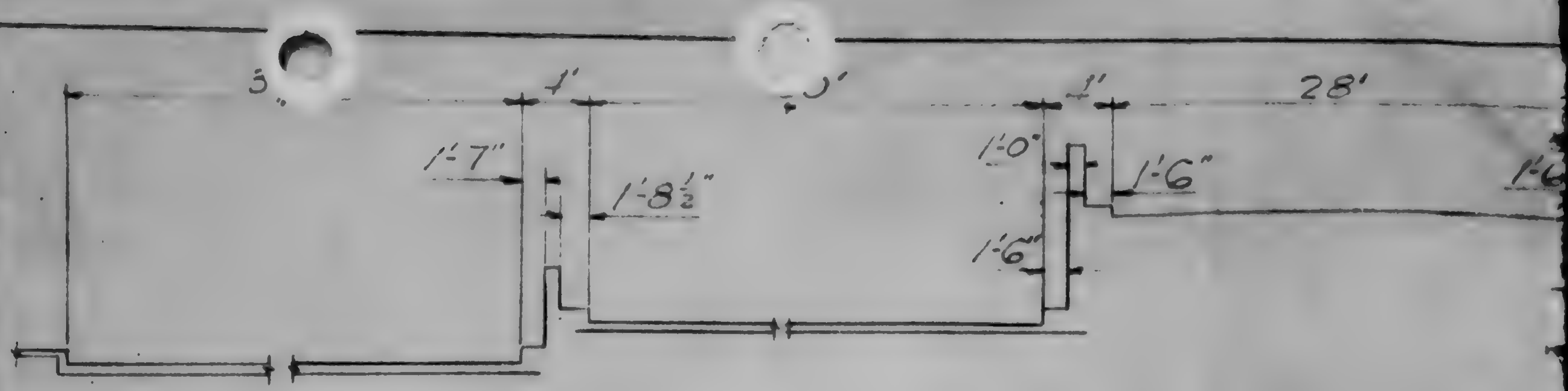
D STA 131+50.00
= 10'

+ 41.00



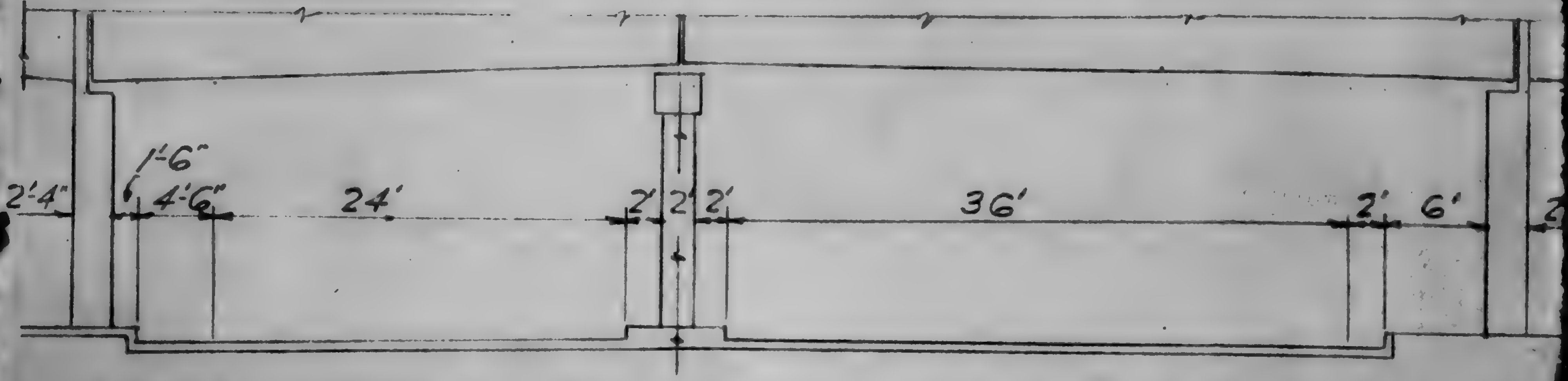
1+43.88

OREGON
STATE HIGHWAY COMMISSION
CLAY ST. COLUMBIA ST TR. INTERCHANGE
CLEARANCE SKETCH
JULY 7, 1955
DR. BY LLW.
BR No. 7878
Dwg No 7878-B



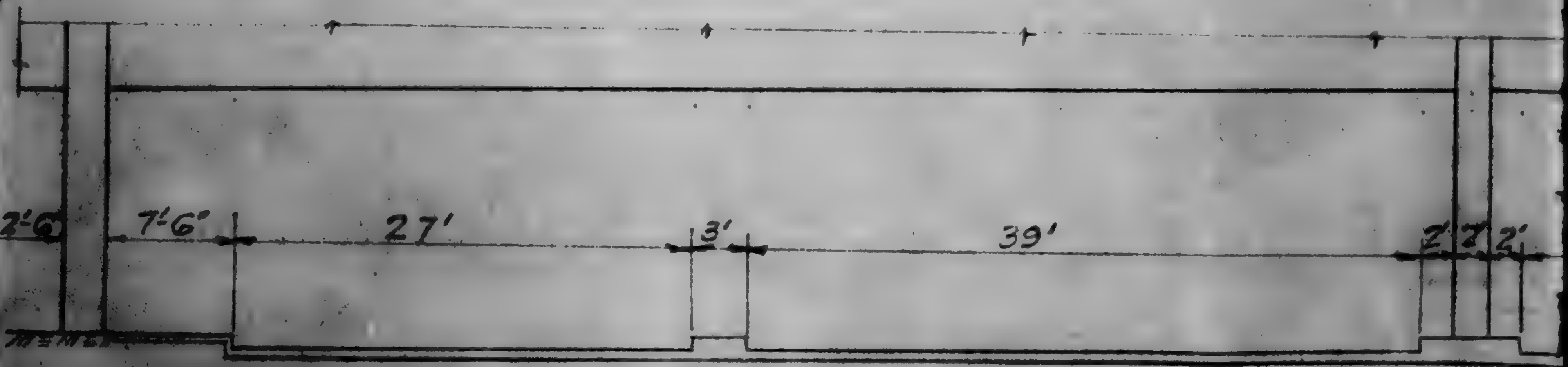
SECTION AT HD ST

Scale: 1" = 10'



SECT AT HD-W_2 STA 127+93.00 SECT AT HD-W_2 STA 127+41.00

Scale: 1" = 10'



SECTION AT HD STA 121+43

Scale: 1" = 10'

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[illegible] (73)
[illegible]

June 2[illegible], 1955

Oregon State Highway Commission

Gentlemen:

With reference to my report to you on the Freeway and Expressway System for the Portland Metropolitan Area, I wish to call your attention to the proposed Market-Clay-Columbia Street interchange which is in our current construction program.

I refer you to pages 52 and 53 of the report, which you will note show four stages of development. The first, at the top of page 52, is the existing layout. Stage 1, at the bottom of page 52, shows the Market-Clay-Columbia Street interchange, upon which we desire to call bids as soon as possible. Stage 2, at the top of page 53, indicates how the Portland-Salem Expressway will connect with Harbor Drive, and the ultimate plan as indicated at the bottom of page 53 shows how the entire system will be integrated after completion of the Portland-Salem Expressway, a new Hawthorne Street bridge, and a depressed way on the Sunset Highway between Harbor Drive and 14th Avenue.

From these plans it is clearly indicative that the construction of Stage 1 at the present time will fit into future proposed plans. Also, in future planning for the Sunset depressed way, I refer you to page 65 of the report. At the bottom of this page you will note the Sunset Freeway, designated F5, as proposed, which is a depressed way between Clay and Market Streets. This is the preferred plan unless building development should reach a stage where the cost of acquiring right of way became excessive. If such should occur, we have an alternate plan, as you will note, that provides for a tunnel section (cut and fill) utilizing Clay Street for westbound traffic and Market Street for eastbound traffic.

Probably the worst bottleneck in the city of Portland is now at the intersections of Clay and Columbia Streets with Harbor Drive, wherein extreme congestion is occasioned by reason of present left-turn movements. The construction of the Market-Clay-Columbia Street interchange will eliminate the necessity for left-turn movements.

making a freeway of Harbor Drive, relieve the existing congestion, and allow traffic to move freely on the freeway as originally contemplated.

I recommend that you approve the call for bids, at the August meeting, on the Market-Clay-Columbia Street interchange, which is financed with $960,000 of 1954 federal-aid urban funds.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:MB gm

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

ORM E-123 30M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

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Main
Traffic Info
Channel
[illegible]

June 13, 1955

Fred T. Fowler
Traffic Engineer
526 SW Mill Street
Portland 4, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Enclosed herewith are two copies of the revised plan for the Clay-Market Street Interchange. These are copies of the plan as will be presented in the Portland Freeway Report.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

DWS:jr

Enclosures 2

bc - W. C. Williams

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JUN 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible]
Portland

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1955

SUBJECT:

To: Mr. D. J. Barbee
Urban Locating Engineer

In order to make it a matter of record so that proper follow-up may be had, I call your attention to the matter of working out the cost estimate for the cut and cover project on Clay-Market in the City of Portland between approximately Front Avenue and 14th.

As soon as it is determined what, if any, rights of way would be necessary for end connections, et cetera, please submit the necessary data to Porter so that right of way estimates may be incorporated in the overall costs. After you have had sufficient time to study the matter, will you please give me a rough idea as to how long it will take to complete the estimate.

Although you probably already know it, I believe that you may be able to get information on cost data from our library. I have found that the girls there are quite helpful in digging up any information that they have.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

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U-306 (13)
4573

files

January 5, 195~~4~~5

NOTED
FLOYD QUERY

Floyd:

Job No. 18, Multnomah County, Clay Street-Columbia Street Traffic Interchange removed from letting today.

DJC notified by phone and requested to run a story on it.

Pacific Builder and Engineer notified by wire.

Monica

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
OREGON DISTRICT
FOR FILING
4-306 (13)
4313

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The December 15, 1954 request for individual project program change, Item 36, Project U-306(13), Federal-aid Urban Highway Program, Supplement No. 6, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams, effective December 27, 1954. This letter will confirm our previous verbal notification in this matter.

The project cost will now read $850,000, Federal Funds $510,000. The approval is with the understanding that the project is not on the final location of the Interstate route.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

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JAN 4 1955
OREGON
STATE HIGHWAY COMMISSION

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JAN 5 - 1955
FOR FILING

Salem, Oregon
January 4, 1955

Clay St.-Columbia St. Traffic
Interchange, Portland

Mr. Virgil O'Neil
Assistant Office Engineer
B U I L D I N G

My letter of 21 December 1954 approved an authorization of $10,000 to cover the replacement of the sprinkler system, lawn, trees and shrubs at the subject location. Accordingly you have included $1700.00 in the grading and paving contract as a State force work item to cover the removal of the existing sprinkler system and have set up a new roadside improvement job for $8300.00.

Due to the construction of an additional lane it is requested that the roadside improvement authorization for this section be increased by $11,000.00, making a total project authorization of $19,300.00.

W. C. Williams
Deputy State Highway Engineer

cc Mr. [illegible] Smith
Mr. [illegible] Astrup

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FORM E 30 25M 8-51 52318

U 3061(2)

4513

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P
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1954

SUBJECT: Signal agreement with City of Portland

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I send you herewith nine (9) copies of the proposed agreement with the City of Portland covering the change in the one-way grid from Jefferson-Columbia Streets to Clay-Market Streets within the City of Portland.

This agreement was completed December 6, 1954, and transmitted to you. However, at the request of Mr. F. B. Crandall, Traffic Engineer, we have substituted a new page 3 to incorporate changes in General Provisions 3 (B). The changes are, adding signal installations at the intersections of S. W. 12th and Columbia and S. W. 12th and Jefferson, and dropping the signal installations from the intersections of S. W. 12th and Clay, S. W. 12th and Market, and S. W. 13th and Clay Streets. There have been no other changes in the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By (sgd) Leslie B. Hampton

LESLIE B. HAMPTON
Assistant Attorney

LBH:MH
Encls.

[illegible]

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Salem, Oregon
December 21, 1954

Clay St.-Columbia St.
Interchange,
Portland, Oregon

Mr. Virgil O'Neil
Assistant Office Engineer
BUILDING

It is requested that $10,000 be added to the authorization of the subject job to cover the cost of replacement of the sprinkler system, lawn, trees and shrubs, and the salvaging of the existing sprinkler system.

It is contemplated that this work will be done by contract upon completion of the construction project.

W. C. Williams
Deputy State Highway Engineer

cc Mr. H. G. Smith
Mr. E. H. Astrup

p

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4513

November 29, 1954

Oregon State Highway Commission

Gentlemen:

Some time ago we placed in the deferred Schedule of Contract Lettings the Clay Street-Columbia Street traffic interchange in Portland. This project was to be financed with a $600,000 allocation of 1954 federal-aid urban funds.

Our plans are now complete for this interchange, agreement has been reached with the City relative to the change in the one-way street complete, and I feel it highly desirable to proceed with the project. The 1954 federal-aid funds are now two years old. They can only be used in urban areas, and I know of no more desirable improvement than this interchange.

I recommend that this project be restored to the active Schedule of Contract Lettings to the end that we may call for bids in January.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fp

files -1

FORM E-30

U-3-1131

4513

AGENDA
MAY 11 1954

1B-12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1954

4738
5944

SUBJECT: AGENDA ITEM FOR MAY 11-12 MEETING
File 20671
Production Manufacturing Company
Clay-Columbia Street Interchange
West Portland Expressway
Multnomah County

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

Please place on this agenda for the Commission's consideration the request of the Production Manufacturing Company that the state enter into immediate negotiations to acquire their property.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

R. E

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[illegible]

23·54

The proposed Clay-Columbia Street interchange will eliminate the necessity of all traffic lights and all cross traffic at grade on Harbor Drive between S. W. Bancroft Street and the Steel Bridge. The estimated cost of the project is $750,000.

April 22, 1954

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OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 15, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Washington Office advises that the present plan of the proposed Interchange between Harbor Drive, Jefferson, Columbia and Clay Streets in Portland, Project UI-306(13), is considered to be generally satisfactory with the condition that access to the one-half block fronting on Harbor Drive between Clay and Columbia Streets be limited to the one now existing.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FEB 16 1954
OREGON
STATE HIGHWAY COMMISSION

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January 29, 1954

Honorable Paul L. Patterson
Governor of Oregon
State Capitol Building
Salem, Oregon

Re: R 20669 - Sidney J. Matcovich
Clay Street-Columbia Street
Traffic Interchange - Multnomah
County

Dear Governor Patterson:

I am in receipt of your memorandum of January 22, 1954, with which was enclosed a letter addressed to you from the law firm of Stern, Reiter & Day, Portland, Oregon, dated January 19, 1954, concerning the matter of the proposed acquisition by the State Highway Commission of property owned by Sidney J. Matcovich for right of way for construction of traffic lanes connecting with the Clay Street-Columbia Street traffic interchange on S. W. Harbor Drive, Portland, which letter is returned herewith.

In the summer of 1953 the Highway Commission authorized the acquisition of real property necessary for right of way for the construction of the Clay Street-Columbia Street traffic interchange on S. W. Harbor Drive in Portland, and on August 7, 1953, the Legal and Right of Way Department was furnished with the description of the property owned by Mr. Sidney J. Matcovich necessary for this highway improvement, and requested to acquire the same as soon as possible to facilitate a contract being awarded for this traffic interchange and connections thereto in the spring of 1954.

Subsequent to commencement of negotiations for the acquisition of this property there were some modifications made in the work to be performed immediately, which made it uncertain as to what portion of the properties might be required at this time. The Highway Commission deferred acquisition of the property until definite right-of-way requirements were determined. When the final plans were completed, it was determined that a portion of this right of way would be required immediately and the balance when the ultimate plan of improvement was put into effect. The Highway Commission then authorized the Legal and Right of Way Departments to proceed with the acquisition of the property.

Mr. S. N. Mayhew, District Right of Way Supervisor in the Portland area, has already commenced further negotiations with the owners for the acquisition of this property.

Should you need information more detailed than that set forth herein please advise and I will be glad to furnish the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield

F[illegible] DESK OF
PA[illegible] PATTERSON

Sam:

Will you check into the transaction involving the Matcovich property and give me a report on the Commission's action and the basis therefor?

P.L.P.

January 22, 1954

RECEIVED
JAN 26 1954
OFFICE OF
STATE HIGHWAY ENGINEER

REITER & DAY
RNEYS AT LAW
CADE BUILDING
AND 4, OREGON

ATWATER 0383

y 19, 1954

20669 - Sidney J. Matcovich
Columbia Streets Interchange
Portland Expressway
9 S. W. Harbor Drive

. Matcovich, who has been having diff-
ommission.

presentative called on Mr. Matcovich
sion desired the above property, which
he representative also informed Mr.
ation.

operty appraised as did we, and an exchange of appraisals was had. Because of this activity, Mr. Matcovich's tenant gave notice and moved out, and it appeared that the property would be instantly taken over and that the Commission and this office would arrive at a fair compromise as to the price based on the appraisal.

Thereafter and on or about the first of the year, the Commission notified this office that they did not desire the property at this time and would not want it for three to five years. However, they did request that Mr. Matcovich not enter into any long term lease.

Mr. Matcovich has been considerably upset and damaged by the Commission's actions and has found it somewhat difficult to rent the property with all the speculation as to the Highway Commission's intentions with regard to this property.

We have never had any information from the Commission in writing, and it has been our impression from our dealings with the local office that they, too, are somewhat upset by the apparent inability of the Commission to make up its mind. May we presume upon you to ask the Commission to inform us "is they is or is they ain't."

Under all of the circumstances, Mr. Matcovich is anxious to dispose of this property immediately inasmuch as he has been advised that it

STERN, REITER & DAY
ATTORNEYS AT LAW
CASCADE BUILDING
PORTLAND 4, OREGON

SOL STERN
CARLTON R. REITER
FRANK E. DAY

ATWATER 0383

January 19, 1954

The Honorable Paul Patterson
Governor, State of Oregon
State Capitol
Salem, Oregon

Re: File 20669 - Sidney J. Matcovich
Clay-Columbia Streets Interchange
West Portland Expressway
1805-9 S. W. Harbor Drive

Dear Governor:

This office represents Sidney J. Matcovich, who has been having difficulty with the State Highway Commission.

The State Highway Commission representative called on Mr. Matcovich stating that the Highway Commission desired the above property, which belongs to Mr. Matcovich, and the representative also informed Mr. Matcovich's tenant of this situation.

The Commission then had the property appraised as did we, and an exchange of appraisals was had. Because of this activity, Mr. Matcovich's tenant gave notice and moved out, and it appeared that the property would be instantly taken over and that the Commission and this office would arrive at a fair compromise as to the price based on the appraisal.

Thereafter and on or about the first of the year, the Commission notified this office that they did not desire the property at this time and would not want it for three to five years. However, they did request that Mr. Matcovich not enter into any long term lease.

Mr. Matcovich has been considerably upset and damaged by the Commission's actions and has found it somewhat difficult to rent the property with all the speculation as to the Highway Commission's intentions with regard to this property.

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Under all of the circumstances, Mr. Matcovich is anxious to dispose of this property immediately inasmuch as he has been advised that it is a certainty that the Commission will take this property.

We have been given to understand that the Commission by reason of an inability to use the property immediately is reluctant to invest money in purchasing the property because their appropriations are not sufficient to permit going ahead with the project intended.

While this may be perfectly explainable, their apparent premature action in dealing with this property has caused considerable damage to the property owners and particularly Mr. Matcovich in renting the property. Since they have stirred this matter up, we feel in fairness the Commission should follow through to prevent the further loss of rentals to Mr. Matcovich. Mr. Matcovich had this property rented for $250.00 per month.

We would appreciate anything you can do on our behalf.

Very truly yours,

STERN, REITER & DAY

Frank E. Day

Frank E. Day

FED:lg

RECEIVED
FOR FILING

January 29, 1954

Honorable Sig Unander
State Treasurer
State Capitol Building
Salem, Oregon

Re: R 20669 - Sidney J. Matcovich
Clay Street-Columbia Street Traffic
Interchange - Multnomah County

Dear Mr. Unander:

This will acknowledge receipt of your letter of January 20, 1954, with which was enclosed a letter to you from the law firm of Stern, Reiter & Day, dated January 19, 1954, concerning the matter of the State's proposed acquisition of property owned by Mr. Sidney J. Matcovich in Portland, Oregon, which letter is returned herewith.

In the summer of 1953 the Highway Commission authorised the acquisition of real property necessary for right of way for the construction of the Clay Street-Columbia Street traffic interchange on S. W. Harbor Drive in Portland, and on August 7, 1953, the Legal and Right of Way Department was furnished with the description of the property owned by Mr. Sidney J. Matcovich necessary for this highway improvement, and requested to acquire the same as soon as possible to facilitate a contract being awarded for this traffic interchange and connections thereto in the spring of 1954.

Subsequent to commencement of negotiations for the acquisition of this property there were some modifications made in the work to be performed immediately, which made it uncertain as to what portion of the properties might be required at this time. The Highway Commission deferred acquisition of the property until definite right-of-way requirements were determined. When the final plans were completed it was determined that a portion of this right of way would be required immediately and the balance when the ultimate plan of improvement was put into effect. The Highway Commission then authorized the Legal and Right of Way Departments to proceed with the acquisition of the property.

Mr. S. H. Mayhew, District Right of Way Supervisor in the Portland area, has already commenced further negotiations with the owners for the acquisition of this property.

Should you need information more detailed than that set forth herein please advise and I will be glad to furnish the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. C. W. Enfield

ASSIGNMENT

Date: Jan. 25, 1954 No.____ By____

Description: Letter 1-20-54 from Sig Unander enclosing one from Frank E. Day representing Sidney J. Matcovich who owns property on Harbor Drive for which Hwy. Dept. is negotiating.

Acknowledged by____ Referred to ENFIELD

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
x Prepare reply for signature of Mr. Baldock
__ Contact correspondent and report

Remarks:

Executed 1-28-54 Report Received________

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Department
alem

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JAN 26 1954
LEGAL DEPT.

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rom Frank E. Day which
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veiled inference that the
follows a frivolous policy.

Sincerely yours,

Sig Unander.

RECEIVED
JAN 22 1954
STATE HIGHWAY

State of Oregon
Treasury Department
Salem

SIG UNANDER
State Treasurer

RECEIVED
JAN 26 [illegible]
LEGAL DEPT.

January 20, 1954

Mr. R. H. Baldock
State Highway Building
Salem, Oregon

Dear Mr. Baldock:

Attached is a letter from Frank E. Day which I would appreciate your reading and returning to me with your comment.

The letter contains a veiled inference that the Highway Commission follows a frivolous policy.

Sincerely yours,

Sig Unander

RECEIVED
JAN 22 1954
STAT [illegible]

STERN, REITER & DAY
ATTORNEYS AT LAW
CASCADE BUILDING
PORTLAND 4, OREGON

SOL STERN
CARLTON R. REITER
FRANK E. DAY

ATWATER 9383

January 19, 1954

The Honorable Sig Unander
State Treasurer
Salem, Oregon

Dear Sig:

We represent Mr. Sidney J. Matcovich, who owns property located at 1805-9 S. W. Harbor Drive, Portland, Oregon, in which the State Highway Commission has advised us it is interested in purchasing.

In making their first approach to Mr. Matcovich, they advised his tenant to immediately find someplace else to locate and advised Mr. Matcovich they wanted the property before the first of February.

Appraisals were made on behalf of the Commission and Mr. Matcovich. The tenant moved out, and it appeared that they were rapidly approaching a compromise on the figured to be paid for the property, when on or about the first of the year the Commission advised that while it is taking the property, it is also a certainty it would not want it for three to five years.

Mr. Matcovich and the other property owners have experienced, I understand, considerable difficulty in leasing the property because of the Highway Commission's activities. Therefore, I feel that the Highway Commission's definitely wanting this property ought to in all fairness take it at this time in view of the fact that they have run off the tenant who was in possession and have scared away any other prospective tenants.

Would you please look into this matter and let me know what the Highway Commission's intentions are. I would appreciate any advice you may have as to how we may proceed to attempt to convince the Commission that they should take this property now in view of the damage they have caused Mr. Matcovich.

Gerry and I enjoyed seeing you and your wife in Salem last fall, and we are sorry that we do not have the opportunity of getting together with you more frequently. Please accept my best personal regards and appreciation for your help in this matter.

Sincerely,

STERN, REITER & DAY

Frank E. Day

FED:lg

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FOR FILING

[illegible] 30 [illegible]
[illegible]

January 19, 1954

Oregon State Highway Commission

Gentlemen:

Mr. G. T. Meyers, a member of the Manufacturers Engineers Company, has written to Mr. McIver relative to a matter of acquisition of the Company's property adjacent to the Harbor Drive Expressway in Portland.

Briefly, the situation is this. The Right of Way Department took an option on this property in November for an amount of $62,500. The original offer for the property was $55,000, with the Company asking $65,500. The option was taken on the compromise figure of $62,500.

This matter was presented to you at the last meeting of the Commission, along with three other options on Harbor Drive in approximately the same area. You approved three of the options, one of the options covering property which is required immediately for the construction of the Clay-Columbia Street interchanges, and the other two options you approved were on vacant property where the property value was not high. At that time you elected to disapprove the $62,500 option on the Manufacturers Engineers Company property.

While the Company is claiming that it is injured by reason of inability to sell or lease its property, I do not believe this to be a fact. The property is currently leased to the Trailways Bus Company, and the lease runs until 1958, with option to renew, which is some four years away. From information furnished me by the Right of Way Department, the Trailways Bus Company cannot break this lease, but it probably would not renew the lease in 1958. In 1958 the Commission, if it so desires, may again negotiate for the property, and I fail to see where the owner would be financially injured.

On the other hand, it is entirely possible that the property will increase in value, and it might be to the State's interest to acquire the property now and take over the Trailways' lease. This lease would net only about $1,800 annually on a $62,500 investment, which is slightly less than three per cent. However, in the face of possibly increased value of this property, and I am of the opinion that any properties along the proposed West Portland Expressway will not decrease in value, there is a probability that it would be to the best interests of the State to acquire the property now. This matter will be on the next agenda, and if you will inform me definitely of the Commission's desires in this matter I will so inform Mr. Meyers. In summation of this situation, advise that I would recommend that we purchase this property now.

I wish to point out one paragraph in Mr. Meyers' letter, which reads as follows: "Mr. Johnson then prepared an option agreement at $62,500, which we signed and we were given to understand that the acceptance of the option by your Commission was merely a formality and that transfer of title would probably be completed in January." Mr. Johnson emphatically denies making any such statement and is quite certain he did not give the impression that the acceptance of the option would be a mere formality.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. R. L. Porter

WCW:me fp

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Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. R. L. Porter

WCW:me fp

January 12, 1954

Mr. C. T. Meyers
Manufacturers Engineers Company
4101 S. E. 26th Avenue
Portland 2, Oregon

Dear Sir:

Mr. McIver has referred to Mr. Baldock your letter addressed to him under date of January 4 having reference to property you own in Block 108, adjacent to the Harbor Drive Expressway in Portland.

Mr. Baldock is out of the state until January 18, but your letter will be brought to his attention immediately upon his return. I am certain that Mr. Baldock will write you in this regard.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:mo

cc Mr. H. L. McIver

COMMISSIONERS
BEN R CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. MCIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

January 6, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

re: Clay-Columbia Interchange
West Portland Expressway

Dear Sam:

I was called on last week by Mr. C. I. Meyers, of the Manufacturers Engineers Company. He and some of his firm are interested in some property that will be taken when we buy the right of way for the West Portland Expressway. I enclose copy of his letter.

It seems to me that there is one point here that possibly our right of way men could benefit from, and that is this. First, they had to go through and appraise the property and try to get options from the owners, and notify the tenants of the necessity to vacate. I understand that in the case of Meyers they did give a date when they wanted possession. Later, the right of way agent probably found that the time of possession was not firm and that he could not go through with the option. The net of this to the owner and to the tenant is that the tenant will probably not renew his lease and the owner will be without a tenant for a considerable length of time. If this had been handled in a more tactful way, probably the owners would have had the rental from their property up to the time it was taken for the right of way. On this particular piece of property, I do not believe we have any schedule as to when we are going to want possession.

In any event, I did not go into this with the owner. I merely told him to write me the facts and I would forward them on to you and he would probably hear from you later.

Very truly yours,

MKM

M. K. McIver

MKM/f
Enc.

Williams.
Please
investigate
and prepare an
answer - In the meantime
write to Mr Meyers, copies
to McIver and tell him I ~~[illegible]~~ am
out of the office and will reply the week of Jan 18

C O P Y

OREGON STATE HIGHWAY COMMISSION
Office of M. K. McIver
225 S. W. Broadway
Portland 5, Oregon

January 6, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

re: Clay-Columbia Interchange
West Portland Expressway

Dear Sam:

I was called on last week by Mr. C. I. Meyers, of the Manufacturers Engineers Company. He and some of his firm are interested in some property that will be taken when we buy the right of way for the West Portland Expressway. I enclose copy of his letter.

It seems to me that there is one point here that possibly our right of way men could benefit from, and that is this. First, they had to go through and appraise the property and try to get options from the owners, and notify the tenants of the necessity to vacate. I understand that in the case of Meyers they did give a date when they wanted possession. Later, the right of way agent probably found that the time of possession was not firm and that he could not go through with the option. The net of this to the owner and to the tenant is that the tenant will probably not renew his lease and the owner will be without a tenant for a considerable length of time. If this had been handled in a more tactful way, probably the owners would have had the rental from their property up to the time it was taken for the right of way. On this particular piece of property, I do not believe we have any schedule as to when we are going to want possession.

In any event, I did not go into this with the owner. I merely told him to write me the facts and I would forward them on to you and he would probably hear from you later.

Very truly yours,

/s/ M. K. McIver

M. K. McIver

Enc.

C O P Y

MANUFACTURERS MECO ENGINEERS CO.
4101 S. E. 26th Ave. Portland 2, Oregon

January 4, 1954

Mr. M. K. McIver, Commissioner
Oregon State Highway Department
Artisan Building
Portland, Oregon

File 20670
Clay-Columbia Interchange
West Portland Expressway

Dear Mr. McIver:

The following is a brief outline of some of the items discussed with you recently in connection with the above numbered file.

In July of this year, Mr. Edwin Johnson, right of way agent for your Commission, advised the writer that for the above project, it would be necessary to acquire approximately forty feet of the East side of Block 108, Portland. I advised him that the projected improvement was badly needed and that I did not know of any reason why we could not agree on the damages involved and avoid condemnation by your Commission.

In early August, Mr. Johnson advised that further study disclosed that it would be to the State's advantage to take the entire East half of the block rather than just forty feet as originally planned; also, that you would require possession by March 1. At that time he said that you were willing to pay $55,000 for the land involved and that you would settle directly with our tenant, The Continental Trailways Company, for any damages involved to them as lessee.

I advised Mr. Johnson that the $55,000 offer did not fairly represent replacement value, and after some further conferences on September 30 we advised him that we would be willing to take $65,500.00. Mr. Johnson said that before he could approve any increase in their offer it would be necessary to have the property reappraised but that if we did not voluntarily get together on the price to be paid, your Commission would have no alternative but to commence condemnation proceedings at once as you would require possession by March 1. He also said that you were advising our tenant, Trailways, to the same effect.

On November 17 Mr. Johnson advised that the Commission would pay $62,250.00 for our land. We informed him that we were still of the opinion that our offer to sell for $65,500 was a fair proposal but that we were willing to co-operate and would accept the $62,500 price rather than force condemnation.

Mr. Johnson then prepared an option agreement at $62,500 which we signed and we were given to understand that the acceptance of the option by your Commission was merely a formality and that transfer of title would probably be completed in January. You can, therefore, readily understand our surprise when your right of way department returned the option advising that for the present you were not going ahead with the entire project at this time because of the amount of money involved.

We recognize the problems that your Commission must have in acquiring right of ways, but we feel that in this instance the decision to defer action on the purchase of this property will cause us serious financial loss. Our tenant was advised by the right of way department that the property was going to be taken and that they would have to vacate by March 1. While at the moment they cannot vacate because the lease is still in force, it is very doubtful that they will renew the lease or that we will be able to find another tenant at a proper rental as long as the threat of condemnation by your Commission overhangs the peaceful, continued occupancy of the premises.

This situation is of serious moment to both owner and tenant. How serious you can judge for yourself. The owner of Lot 1 adjoining our property on the North has just advised us that his tenants, the Ace Iron Works, have already vacated his building as they also were informed that they would have to vacate by March 1 and in self-preservation the tenants immediately found new quarters as they could not wait until the last moment to find another location.

It is our opinion that the Commission owes a moral obligation to the individual citizen as well as to the general public. When the Right of Way Department has a signed option to purchase the land and has advised the tenant that the State was going to take possession on a certain date by condemnation, if necessary, then in such a case the Commission should either exercise their option to purchase or definitely state that they have no intention of acquiring the property in the foreseeable future. Under your present policy, both owner and tenant are placed in the untenable position of being unable to make improvements or plan for the future use of the property.

If the improvement projected is definitely to be constructed, it would seem that the immediate purchase of the land required by the Highway Commission would be the only fair and equitable treatment to a citizen-owner, and would also be to the financial advantage of the Highway Department as well.

If the land is not acquired at this time, it is entirely possible that the owner would construct improvements on the property which would have to be destroyed when the highway was constructed, thus entailing additional costly expense to the Highway Department and the tax payers.

A business enterprise contemplating a move or expansion that necessitated acquirement of additional land, purchases the land, takes over the existing leases and makes short-term leases for the interim, until they are ready to proceed with their program. Should not the Highway Commission also exercise this same normal, prudent, business policy?

We would sincerely appreciate your Commission checking into this matter once more, in the hope that it will arrive at a more equitable decision.

We will look forward to your reply.

Yours very truly,

MANUFACTURERS ENGINEERS CO.

By: /s/ C. T. Meyers

Manufacturers Mecco *Engineers Co.*
4101 S. E. 26TH AVE.
PORTLAND 2, OREGON

January 4, 1954

Mr. M. K. McIver, Commissioner
Oregon State Highway Department
Artisan Building
Portland, Oregon

File 20670
Clay-Columbia Interchange
West Portland Expressway

Dear Mr. McIver:

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If the land is not acquired at this time, it is entirely possible that the owner would construct improvements on the property which would have to be destroyed when the highway was constructed, thus entailing additional costly expense to the Highway Department and the tax payers.

A business enterprise contemplating a move or expansion that necessitated acquirement of additional land, purchases the land, takes over the existing leases and makes short-term leases for the interim, until they are ready to proceed with their program. Should not the Highway Commission also exercise this same normal, prudent, business policy?

We would sincerely appreciate your Commission checking into this matter once more, in the hope that it will arrive at a more equitable decision.

We will look forward to your reply.

Yours very truly,

MANUFACTURERS ENGINEERS CO.

By: C J Meyers

CJM vrc
Extra copy enclosed.

RECEIVED
FOR FILING

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[illegible]12

January 8, 1954

Mr. William A. Bowes
Commissioner of Public Works
City Hall
Portland 4, Oregon

Dear Sir:

You will remember that at the last meeting of the Public Works Committee in your office considerable discussion was had pertaining to the Clay and Columbia Street interchange. It was the consensus of opinion that the state highway routing should be moved from S. W. Jefferson and S. W. Columbia to S. W. Clay and S. W. Market between Front Avenue and 12th and 13th Avenues respectively. By the attached map you will note that eastbound traffic would leave Columbia Street at 13th, proceed north to Market, thence east on Market to Front Avenue. Eastbound traffic would move on Clay from Front Avenue to 12th, thence south on 12th to S. W. Jefferson. Columbia and Jefferson Streets between Front and 12th Avenues would remain one-way couplets as now existing but would revert to the city as city streets and would not be state highway routes.

We are now in the process of completing final plans for the Clay-Columbia Street interchange, and our engineering studies indicate that the cost to convert S. W. Clay and S. W. Market to one-way state highway routes will be approximately $100,000. This cost is based on $45,000 for the resurfacing of Clay and Market Streets, $45,000 for signals on the two streets, and $10,000 for engineering and contingencies.

This matter has been discussed with the State Highway Commission, and it is the Commission's opinion, and I believe you will agree, that the cost of preparing Clay and Market Streets for the one-way couplet should be a 50-50 cooperative project between the City of Portland and the State Highway Commission. In order that I may intelligently report to the State Highway Commission, I will appreciate your advising as promptly as possible if the City of Portland will assume one-half of the estimated $100,000 cost.

The construction of the Clay-Columbia Street interchange will result in a tremendous improvement to traffic conditions in Portland, and likewise the use of Clay and Market Streets should decrease existing congestion on Columbia and Jefferson Streets. The cost to the State for the interchange will be approximately $700,000, which, plus the $50,000 for the new one-way couplet, will result in a cost of $750,000. I am sure that the City of Portland will consent to the expenditure of $50,000 to make this improvement effective.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Encl.

W. C. WILLIAMS

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

Maint
Traffic Safety
Channel

January 7, 1954

4728

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Proposed Interchange Between
Harbor Drive and Jefferson,
Columbia and Clay Streets

Dear Sir:

Reference is made to your letter of December 15 transmitting comments of your Washington office on the preliminary plans previously submitted to you. We have given these comments our careful study and are attaching hereto three prints from the map of a revised layout for this project.

The 4-foot outer separation between the east frontage road and the northbound roadway is more than just a separation. You will notice on the typical section that the frontage road and the northbound roadway are at different elevations and that there is a wall between them. These two roadways come to grade at S. W. Montgomery Street, and it is only at this point that the roadways are not plainly and definitely separated.

The noses of the separators between the S. W. Clay Street ramp and the northbound roadway are being protected with raised asphaltic concrete bars in the usual manner. The ends of traffic separators are always to some extent a hazard to approaching traffic. The narrower separator should, however, be less of a hazard than if it were wider.

We have been able to move the center line to the west a few feet and have widened out the frontage roadway to provide an 8-foot parking lane and also have increased the clearance between the northbound roadway and the wall of the Clay Street ramp by 1 foot, giving us a 5½-foot clearance between the edge of the traveled roadway and the wall.

The present project does not fully develop the traffic plan at this point. Eventually, when the proposed new freeway from Harbor Drive south is completed, an additional roadway will be added on the west side, at which time the half block of property fronting on Harbor Drive will be acquired and all access from property fronting Harbor Drive will be acquired except in the block between S. W. Clay and S. W. Columbia Streets. The property on this block is very expensive.

Preliminary evaluation indicates approximately $1,000,000, and we do not have funds to take property or acquire the access rights. There is only one street access at the present time, and, since it is service for only one building, it is not felt that the interference with Harbor Drive traffic will be sufficient to justify the expenditure required to wipe out the access right.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Encls.
GSP:gm
cc W. C. Williams

ASSIGNMENT

Date: December 16, 1953 No. [illegible] By [illegible]

Description: Letter from Mr. A. F. Bester Bureau of Public Roads, dated December 15 re proposed interchange between Harbor Drive and Jefferson, Columbia and Clay Streets.

Acknowledged by____ Referred to Paxson ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
x_ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

Executed [illegible] Report Received__________

---

a, Oregon
ry 4, 1954

letter to the City of Portland
cost of making Clay and Columbia
is should be in the form of a
contract.

R. H. Baldock

RHB:hi

RECEIVED
[illegible]
FOR FILING

Maint
Traffic Safety
Channel

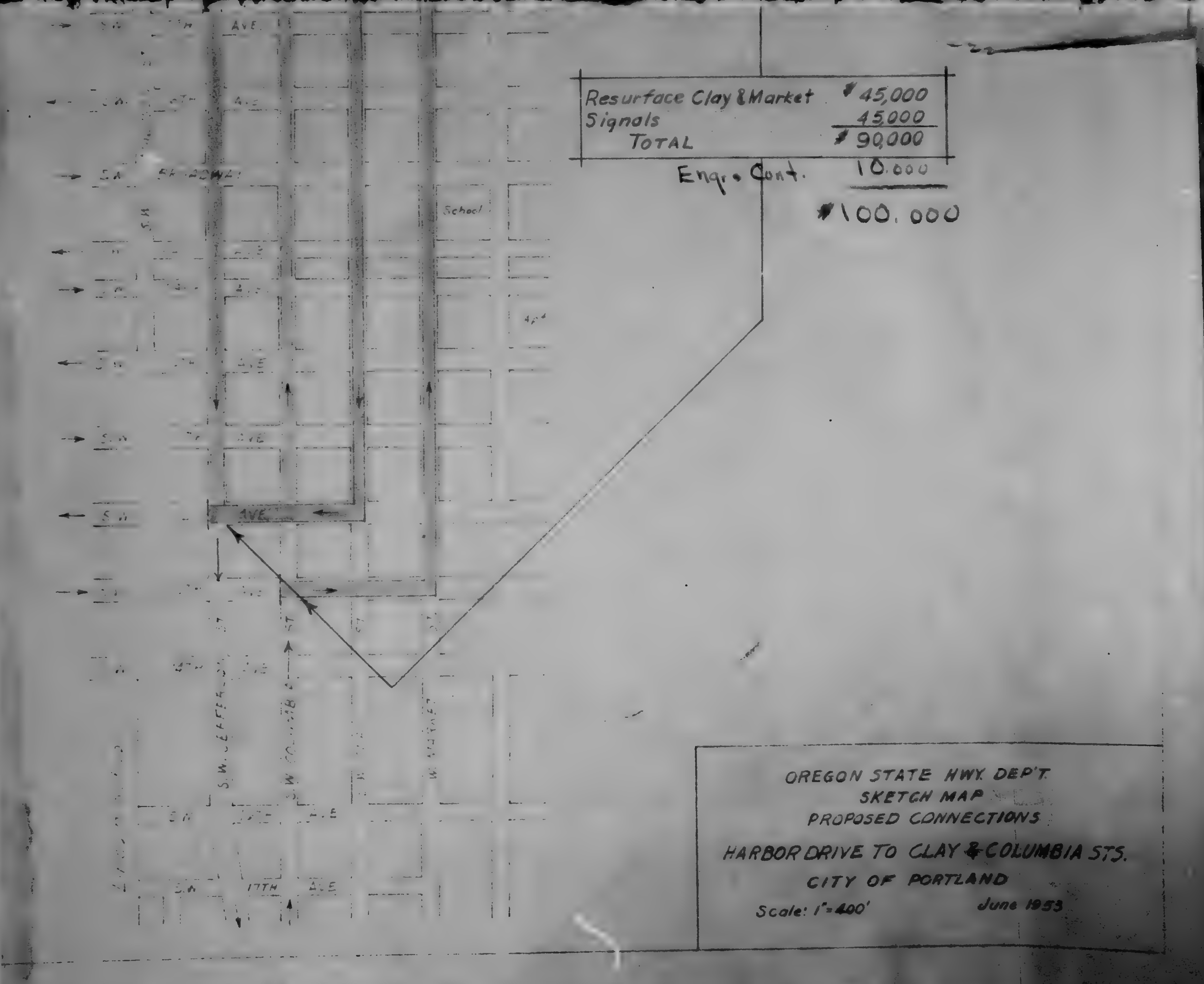
Salem, Oregon
January 4, 1954

Mr. W. C. Williams

Please prepare a letter to the City of Portland for them to assume half the cost of making Clay and Columbia Streets one-way streets. This should be in the form of a contract.

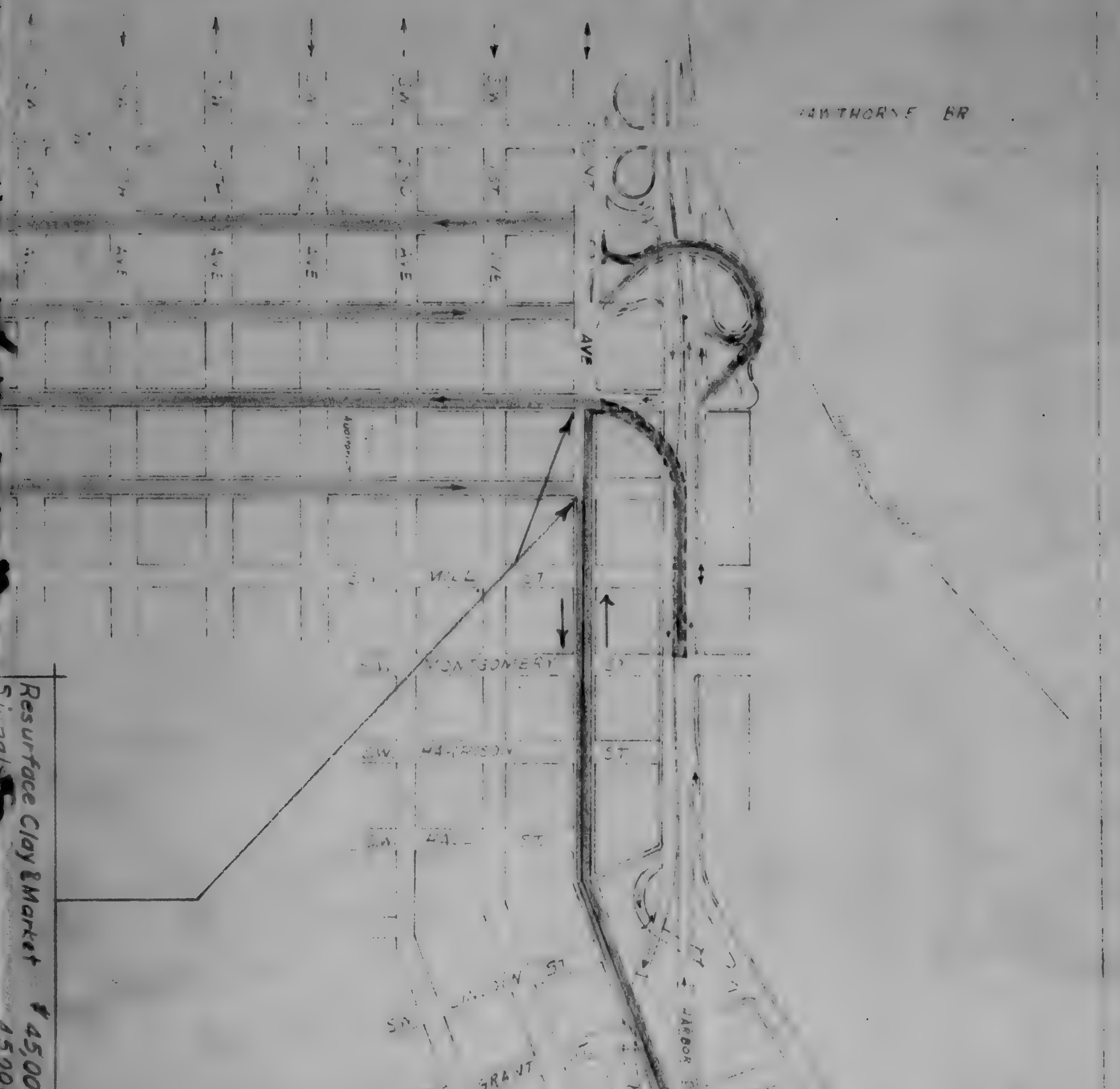
R. H. Baldock

RHB:hi



Resurface Clay & Market	$45,000
Signals	45,000
TOTAL	$90,000
Engr. • Cont.	10.000
	$100.000

OREGON STATE HWY. DEP'T.
SKETCH MAP
PROPOSED CONNECTIONS
HARBOR DRIVE TO CLAY & COLUMBIA STS.
CITY OF PORTLAND
Scale: 1" = 400'   June 1953



Resurface Clay & Market $45,000
Signals 45,000

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 15, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Proposed interchange between Harbor Drive
and Jefferson, Columbia and Clay Streets

Dear Sir:

The Washington Office has reviewed the preliminary plans for this project and has offered the following comment:

> "We note the State's statement that they have used all of the available area without incurring prohibitive right-of-way costs. The 180-foot right-of-way results in restrictive widths for the cross section elements. The 4-foot outer separation between the east frontage road and the northbound roadway probably will result in traffic confusion since the frontage roadway is to be used for two-way traffic. The side clearances between the ramp to S. W. Clay Street and the northbound pavements also are very limited. Any additional right-of-way width would be helpful in providing greater clearance between the several pavements.
>
> The approach noses to the separators between the S. W. Clay Street ramp and the northbound roadways will be very vulnerable to approaching traffic. Added cross section width would permit better approach treatment to the ramp.
>
> We have assumed that there will be full control of access on Harbor Drive; however, we are not able to determine the method in which the property adjacent to the southbound roadway between S.W. Clay and Columbia Streets will be serviced. From the preliminary plan it appears that this property will have direct access to the southbound roadway in the area where southbound traffic from Columbia Street weaves across other southbound traffic destined to S. W. Clay Street. The plans do not indicate how access will be provided to the remainder of the property along the southbound roadway between S. W. Market and Harrison Streets. If direct access is to be provided, it seems inconsistent in view of the

NOTE
W. C. WILLIAM

type of facility being developed to include these few instances of local service directly from the through traffic lanes.

We concur in your recommendation that the horizontal clearances provided at the structures will be satisfactory."

Very truly yours,

C. G. POLK
District Engineer

By
A F Bester
A. F. BESTER
Highway Engineer

CC - G. S. Paxson

RECEIVED
DEC 16 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

3e

FORM E-90 25M 9-51 82310

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1953

SUBJECT: File 20670 - Meyers
Clay-Columbia Streets Interchange
West Portland Expressway
Multnomah County

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

At the present time, we have under negotiation the acquisition of property covered by the above file. This consists of Lots 2, 3 and 4, Block 108, City of Portland Addition and the easterly 99 feet of vacated S. W. Harrison Street. It was my intention to ask the Commission at this meeting whether they wished us to continue to attempt to acquire this property or whether it would be their desire to drop the matter for the time being.

This property has been appraised by Leroy Draper for $67,500.00 and by H. A. Dryer and Company for $75,250.00. At the moment, we have secured an option from Cornelius Meyers which is subject to a lease held by the Continental Pacific Lines. The amount of the option is $62,500.00. The lease runs until October 31, 1957, with the right to renew for an additional five-year term. It is our present intention to buy out the lease interest effective December 31, 1956. The exact value of this lease interest has not been determined, but it might amount to $10,000.00 or $12,000.00. Should the Commission elect to accept the option at this time, the state would be entitled to a return from the lease of $160.00 per month. The lessee pays for fire insurance and also that portion of the taxes in excess of $143.57 per annum.

It is my recommendation that if the property can be acquired for the appraised valuation that we continue to close the transaction at this time.

Mr. Baldock asked that I transmit this information to you at the agenda meeting this morning.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

November 24, 1953

Oregon State Highway Commission

Gentlemen:

On November 19, Mr. Melver, Mr. Williams, Mr. Skelton and the undersigned made an investigation of the proposed Clay-Columbia Street interchange with Harbor Drive and right-of-way questions involved thereon.

As we pointed out to Mr. Melver, the only property that is required for the present construction of the Clay Street-Columbia Street interchange is that which we have under option from the Alaska Junk Company, the price involved being $139,750. I believe Mr. Melver is in favor of the immediate acquisition of this property, and I recommend that we immediately close the option we now hold.

There is a block-long section between S. W. Mill and S. W. Montgomery which can be acquired now for the land value only, as the only structure thereon is a house of no value. There are two parcels involved in this block, one of which is valued at $20,000 and the other at $21,000, or a total of $41,000. The Right of Way Department has an option on these two parcels, and I recommend that the options be closed on these properties, as building development thereon could greatly increase the ultimate cost of this right of way. This area will not be needed until the West Portland Expressway is constructed, but as we are acquiring other unimproved right of way on this expressway I believe we should acquire these parcels now.

The other properties required for the ultimate West Portland Expressway in this area have a total value of $444,000. It does not appear that there would be any appreciable gain by acquiring these properties now, as they are not likely to further improve in value in the immediate future.

There is a possibility, however, that some satisfactory deal might be worked out for the old Iron Fireman property, on which we have an appraised value of $197,000. The present owners of this building are manufacturing military products of some sort--spare parts I believe--and I understand they are about to negotiate for another contract which might run some two or three years. It may be that, if the property were acquired and the company were permitted occupancy for a period of, say, three years, a beneficial deal could be made. I believe this should be looked into, although there is no immediate need for acquisition of the property in the next several years.

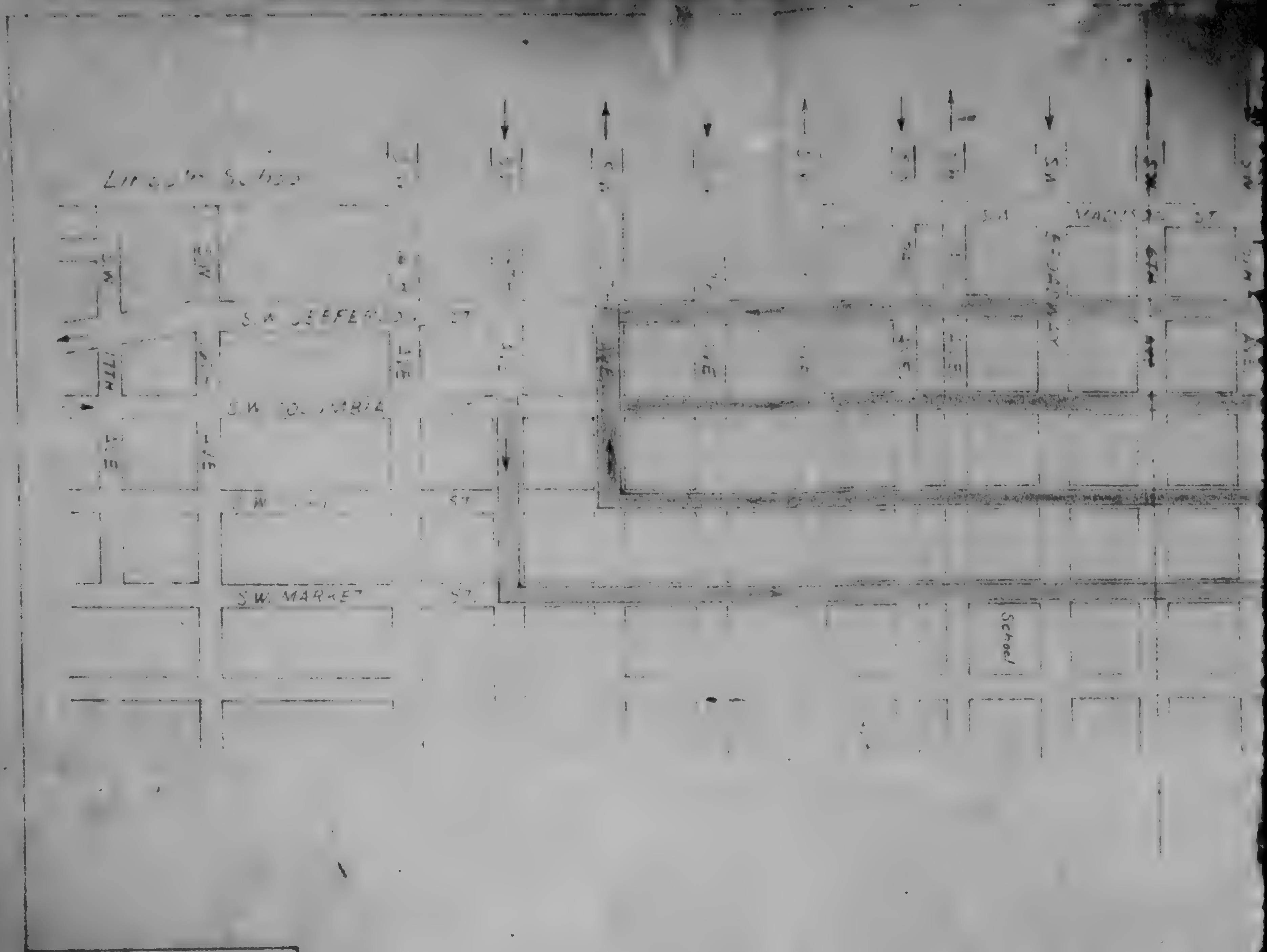
This matter will be on the next agenda for your consideration, and we will have a map which will indicate, in detail, the various parcels of land as above discussed and the appraised cost of each parcel.

Very truly yours,

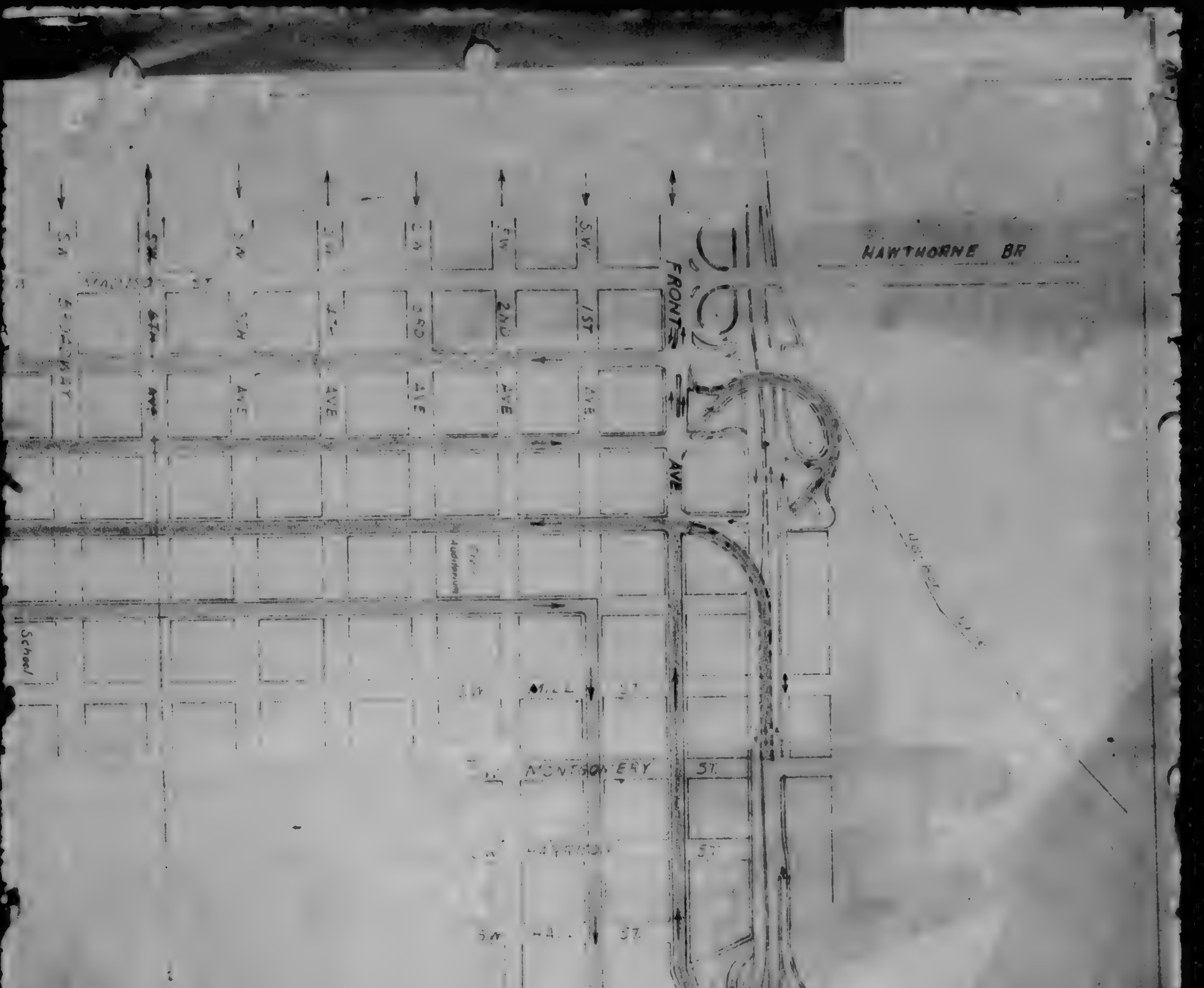
R. H. Baldock
State Highway Engineer

cc Mr. R. L. Porter

WCW:me fp



OREGON STATE HWY DEPT.
SKETCH MAP
PROPOSED CONNECTIONS
HARBOR DRIVE TO CLAY & COLUMBIA STS.
CITY OF PORTLAND
Scale: 1"=400'
June 1953
Rev. Jan. 14, 1954


HAWTHORNE BR
S.W.
BROADWAY
6TH
5TH
4TH
3RD
2ND
1ST
FRONT
AVE
MADISON ST.
Auditorium
School
S.W. MILL ST.
MONTGOMERY ST.
S.W. HALL ST.
S.W. LINCOLN ST.
S.W. GRANT
S.W. SHERMAN ST.
S.W. CARUTHERS
S.W. SHERIDAN ST.
HARBOR DR.
HARBOR DRIVE

[redacted]

11-306 (13)

October 23, 1953

Commission of Public Docks
3070 N. W. Front
Portland, Oregon

Attention of Mr. Anonson

Gentlemen:

Some time ago we sent you a map showing the alignment of the proposed connections between Harbor Drive and S. W. Clay and Columbia Streets. We have now made a tentative layout showing the position of the columns in the structure which will cross over your present moorage basin at the foot of Columbia Street. I am attaching a copy of the map showing these column locations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Attachment

GSP:gm
cc G. S. Paxson

BFI-323(13) 42nd Ave.-99th Ave. 1955
Irrigation System Project,
#4514 T.H. Banfield Exp.

4506 - 4514

STATE COPY

Monthly transaction number 11-10	FC R-2A (R 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Modification number 1	(PPM 21-7) 10-31-69	Project number I-80N-1(19)05

BFI 323 (13) F-323(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 17, 1955, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 91,024	$ 0
Federal funds	$ 44,487.00	$ 0
Other revisions		

This modification is made for the following reasons:

Project being withdrawn from Interstate System and transferred to Primary System.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 1969.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G. L. Green
(Division Engineer)
For: R. E. Simpson

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. J. Kleber

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

Form PR 2 (Revised 1950)

CPR8-1854

State Oregon

Project No. BFI-323(13)

4514

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1955, a program, which was approved on the 13th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of forty-five thousand and 00/100 dollars ($45,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

CPR8-1854

State Oregon

Project No. EFI-323(13)
4514

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1955, a program, which was approved on the 13th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of forty-five thousand and 00/100 dollars ($45,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:
(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept.1, 1953	Sept.1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 135+00 in the NE 1/4 of Section 36, T. 1 N., R. 1 E., W.M., and survey station 290+25.42 in the NW 1/4 of Section 33, T. 1 N., R. 2 E., W.M., except stations 184+95 to 185+90, length 2.927 miles, in Multnomah County, being Oregon project No. BFI-323(13), consisting of 2.927 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **forty-five thousand and 00/100** dollars ($**45,000.00**), which does not exceed the authorized Federal pro rata share of **seventy-three thousand, five hundred eighty-eight and 07/100** dollars ($**73,588.07**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11879-5

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

NOV 10 [illegible]
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. BPI-323(13)

42nd-92nd AVENUE SECTION

OF THE T.H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code Y003
Roadside Improvement (Sta. 135+00 to Sta. 270+25.42)(Contract No. 4514)(Contract No. 4506)

Irrigation System

2,830 lin. ft.	½-inch Galvanized Steel Pipe	$ 0.35	$ 990.50
5,240 lin. ft.	3/4-inch Galvanized Steel Pipe	0.40	2,096.00
4,240 lin. ft.	1-inch Galvanized Steel Pipe	0.57	2,416.80
3,320 lin. ft.	1¼-inch Galvanized Steel Pipe	0.68	2,257.60
2,700 lin. ft.	1½-inch Galvanized Steel Pipe	0.78	2,106.00
1,950 lin. ft.	2-inch Galvanized Steel Pipe	0.87	1,696.50
900 lin. ft.	2½-inch Galvanized Steel Pipe	1.38	1,242.00
3 only	3/4-inch Section Control Valves	10.75	32.25
8 only	1-inch Section Control Valves	12.25	98.00
12 only	1¼-inch Section Control Valves	14.25	171.00
25 only	1½-inch Section Control Valves	17.00	425.00
17 only	2-inch Section Control Valves	25.00	425.00
6 only	3/4-inch Quick-Coupling Hose Valves	7.00	42.00
270 only	Pop-up Sprinkler Heads, Non-Revolving	4.30	1,161.00
36 only	Pop-up Rotary Sprinkler Heads	13.00	468.00
460 only	Shrubbery Sprinkler Heads	1.50	690.00
			$ 16,317.65

Planting

170 sq. yds.	Removal of Pavement	$ 1.25	$ 212.50
410 only	Furnishing and Planting Trees	3.80	1,558.00
8,570 only	Furnishing and Planting Shrubs	1.39	11,912.30
57,800 only	Furnishing and Planting Vines	0.37	21,386.00
65 only	Planting Trees	1.50	97.50
210 only	Planting Shrubs	1.50	315.00
4 acre	Lawn Construction	1,200.00	4,800.00
3 acre	Roadside Seeding	90.00	270.00
420 lbs.	Grass Seed, Highland Bent	0.88	369.60
710 lbs.	Grass Seed, Creeping Red Fescue	0.40	284.00
290 lbs.	Grass Seed, Kentucky Bluegrass	0.83	240.70
140 cu. yds.	Fertilizer, Manure	3.25	455.00
160 cwt.	Inorganic Fertilizer, 10-6-4	4.00	640.00
670 unit	Sawdust	12.00	8,040.00
			$ 50,580.60
	Subtotal		66,898.25
	10% Engr. & Cont.		6,689.82
	Total		$ 73,588.07

Length of Roadside Improvement	2.927 miles	
Length of Structures	0.018 mile	(Exceptions)
Total Length	2.945 mile	
Cost of Improvement per mile	$25,141.12	

Federal Funds- -	$ 45,000.00
State Funds- -	28,588.07
	$ 73,588.07

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939;
Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. HFI-323 (13)

42ND - 92ND AVENUE SECTION OF THE

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1955

Type Code Y00~~5~~3
Roadside Improvement (Sta. 135+00 to Sta. 290+25.42)

Irrigation System

2,830	Lin. Ft.	½-Inch Galvanized Steel Pipe	$ 0.40	$ 1,132.00
5,240	Lin. Ft.	3/4-Inch Galvanized Steel Pipe	0.50	2,620.00
4,240	Lin. Ft.	1-Inch Galvanized Steel Pipe	0.60	2,544.00
3,320	Lin. Ft.	1¼-Inch Galvanized Steel Pipe	0.75	2,490.00
2,700	Lin. Ft.	1½-Inch Galvanized Steel Pipe	0.85	2,295.00
1,950	Lin. Ft.	2-Inch Galvanized Steel Pipe	1.00	1,950.00
900	Lin. Ft.	2½-Inch Galvanized Steel Pipe	1.30	1,170.00
3	Only	3/4-Inch Section Control Valves	8.00	24.00
8	Only	1-Inch Section Control Valves	10.00	80.00
12	Only	1¼-Inch Section Control Valves	12.00	144.00
25	Only	1½-Inch Section Control Valves	15.00	375.00
17	Only	2-Inch Section Control Valves	21.00	357.00
6	Only	3/4-Inch Quick-Coupling Hose Valves	7.50	45.00
270	Only	Pop-up Sprinkler Heads, Non-Revolving	4.50	1,215.00
36	Only	Pop-up Rotary Sprinkler Heads	12.50	450.00
460	Only	Shrubbery Sprinkler Heads	1.50	690.00
				$ 17,581.00

Planting

170	Sq. Yds.	Removal of Pavement	$ 0.40	$ 68.00
410	Only	Furnishing and Planting Trees	4.45	1,824.50
8,570	Only	Furnishing and Planting Shrubs	2.25	19,282.50
57,800	Only	Furnishing and Planting Vines	0.40	23,120.00
65	Only	Planting Trees	4.00	260.00
210	Only	Planting Shrubs	2.00	420.00
4	Acre	Lawn Construction	1,200.00	4,800.00
3	Acre	Roadside Seeding	150.00	450.00
420	Lbs.	Grass Seed, Highland Bent	1.15	483.00
710	Lbs.	Grass Seed, Creeping Red Fescue	0.90	639.00
290	Lbs.	Grass Seed, Kentucky Bluegrass	1.30	377.00
140	Cu. Yds.	Fertilizer, Manure	4.00	560.00
160	Cwt.	Inorganic Fertilizer, 10-6-4	5.00	800.00
670	Unit	Sawdust	12.50	8,375.00
				$ 61,459.00
		Subtotal		79,040.00
		10% Engr. & Cont.		7,904.00
		Total		$ 86,944.00

Length of Roadside Improvement	2.927 Miles
Length of Structures	0.018 Miles (Exceptions)
Total Length	2.945 Miles
Cost of Improvement Per Mile	$29,704.13

Federal funds	$52,000.00
State funds	34,944.00
	$86,944.00

RECEIVED
DEC 28 1956
FOR FILING

[illegible]

4514

December 27, 1956

Russellville Nursery
9517 East Burnside
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from November 1, 1955 to October 31,1956 within which to complete your contract No. 4514, covering the 42nd Ave.-99th Ave. Irrigation System on the S.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request to and including October 15, 1956, the actual completion date. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
DEC 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 11, 1956

BFI-323 (13)

(CONTRACT NO.)		(EST. NO.)	(CONTRACTOR)
1514	459	5-Final	Russellville Nursery

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27185	H-168360	$ [illegible].34	12/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 1, 1955

Time Extensions: None

Completion Date: Oct. 15, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 20 1956

Ruth Rawlings

NOTED ON CARD
gl

A

RECEIVED
DEC 6 1956
FOR FILING

EEI-323(13)

4514

December 6, 1956

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland, Oregon

Gentlemen:

State Highway Contract No. 4514 for work performed on the 42nd Ave.-99th Ave. Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Russellville Nursery, on October 15, 1956, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $507.34 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,903.74, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

12-6-56

RECEIVED
NOV 16 1956
FOR FILING

BEI-323 (13)

4514

November 16, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Russellville Nursery in connection with contract No. 4514, for irrigation system on the 42nd Ave.-99th Ave. Section of the T.H. Banfield Expressway in Multnomah County. This payment, in the amount of $1,475.27, will be released to the contractor on or after November 26, 1956. The retained percentage is $507.11.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 16 1956
FOR FILING

November 15, 1956

Oregon State Highway Commission

Request for an extension of time
No. 1
December 17 and 18 meeting

Gentlemen:

Herewith is a request from the Russellville Nursery for an extension of time for the installation of an irrigation system on the 42nd Avenue-99th Avenue Section, Contract No. 4514, from November 1, 1955 to October 31, 1956.

The contractor was unable to start on this project at the anticipated time due to paving operations on this section which were under separate contract. Also, the contractor could not place the sprinkling system until the lawn areas, which were under separate contract, were accepted. This acceptance did not take place until late this summer. The contractor actually completed this project on October 15, 1956, and I recommend that the extension, to and including that date, be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
OCT 31 1956
FOR FILING

BFI-323 (13)

4514

October 30, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 42nd Avenue-99th Avenue Irrigation, Contract No. 4514, Oregon BFI-323 (13), from November 1, 1955 to October 31, 1956 to the Russellville Nursery, contractors.

The contractor was unable to start on this project until late due to paving operations on this section, and also areas where the irrigation was to be placed were covered by top soil which could not be removed and replaced during wet weather. Also, the contractor could not place the sprinkling system until the lawn areas, which were under separate contract, were accepted. This acceptance did not take place until late this summer. The contractor has now completed the project, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

Form E-1—10[illegible]—1-[illegible]

[illegible]GON STATE HIGHWAY DEPART[illegible]T

Field Engineer's Weekly Report

BFI-323 (13)
4514

FOR CONSTRUCTION PROJECTS ONLY

Section 42nd Ave. - 99th Ave.
For Week Ending July 28, 19 56
Highway T.H. Banfield Expressway
Kind of work Irrigation System
Contractor Russellville Nursery
Section prefix 26-1059
Contract number 4514
Date of contract 3-12-55, 19
Date of completion 11-30-55, 19
Date work started 3-12-56, 19
Estimated date of completion 7-31-56, 19
Project authorization $ 21,169.86
Exclusive of Engineering $ 19,664.45
Per cent of time elapsed 108 %
Estimated cost of completed project, exclusive of engineering $ 19,664.45
Estimated per cent overrun or underrun None %
Per cent of contract completed, based on total contract price 98 %
Engineering authorization $ 1505.41
Engineering cost to date $ 550, 37 %
Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work this week.

NOTED
C. E. PAULSEN

NOTED
L. H. Young

RECEIVED
JUL 30 1956
OFFICE OF

NOTED
R. D. ASBURRY

Signed James Don
Address Portland, Oregon

NOTED
V. D. WOLFE

[illegible] original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.23				
Miles partially completed	3				
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 20 1956
FOR FILING

BFI - 32 - 1
4514

March 20, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 12, 1956 on Contract No. 4514, 42nd Avenue-99th Avenue Section, in Multnomah County, in connection with Federal Aid Project No. BFI-323 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DBP:ia me

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
MAR 13 1956
FOR FILING

Salem, Oregon
February 6, 1956

Agenda Item 4-p

maint. 268

6321

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a landscape maintenance agreement with Multnomah County covering the improvement of certain lands adjacent to the Multnomah County Juvenile Home.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Multnomah County, Oregon.

H. B. Glaisyer
Secretary

rn
Attach 1

REFERRED TO
Filing
BY SECRETARY

4 P

1/26

FORM E-80X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1956

AGENDA
JAN 26 1955
4f

SUBJECT: Assignment #6321

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a landscape maintenance agreement covering the improvement of certain lands adjacent to the Multnomah County Juvenile Home.

Two copies of the agreement have been executed by the Board of Commissioners and are now ready for presentation to the Highway Commission.

This completes Assignment #6321.

John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
JAN 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

(A)

Sign 2 copies

S&C

ASSIGNMENT

Dat[illegible]nuary 12, 1956 No. 6321 By [illegible]

Description: **Letter of January 11 by Luther Jensen enclosing nine copies of agreement to be entered into with Multnomah County for improvement of certain lands adjacent to the Multnomah County Juvenile Home. (Landscaping)**

Acknowledged by_____ Referred to **Cattrall**

- _ Investigate and report with recommendation
- _ Such action as necessary and report
- _ Comment or recommendation
- _ Return with rough draft of reply
- _ Prepare reply for signature of Mr.________
- _ Contact correspondent and report

Remarks: **For execution by county officials, if ok.**

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-24-56 Report Received____________

IIGHWAY DEPARTMENT
ENT CORRESPONDENCE

em, Oregon
ary 11, 195

UBJECT: Agreement
Landscape Maintenance
Multnomah County

PLEASE RETURN TO
W. C. WILLIAMS

nine copies of an agreement, together
tered into with Multnomah County for
adjacent to the Multnomah County

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By Luther L. Jensen Jr.
LUTHER L. JENSEN, JR.

LLJ:jv

Encls.

RECEIVED
JAN 13 1956

FORM 230—50M—2-50—83966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1956

SUBJECT: Agreement
Landscape Maintenance
Multnomah County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

Enclosed herewith are nine copies of an agreement, together with attached exhibits, to be entered into with Multnomah County for the improvement of certain lands adjacent to the Multnomah County Juvenile Home.

NOTED
W. C. WILLIAMS

C. W. ENFIELD
Chief Counsel

By Luther L. Jensen Jr.
LUTHER L. JENSEN, JR.

LLJ:jv

Encls.

RECEIVED
JAN 13 1956
ENG
[illegible]

RECEIVED
FEB 7 1956
FOR FILING

February 6, 1956

Board of County Commissioners
Multnomah County
Court House, 1021 S. W. 4th Ave.
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County a fully executed copy of a Landscape Maintenance Agreement between the State Highway Commission and Multnomah County covering the improvement of certain lands adjacent to the Multnomah County Juvenile Home.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JAN 9 1956
FOR FILING

Salem, Oregon
January 3, 1956

Landscape Maintenance Agreement
Multnomah County

Mr. [illegible]
OFFICE

NOTED
State Highway Engineer

The State Highway Commission has under contract a project for the roadside improvement of the T. H. Banfield Expressway. Included in this project is the improvement of a strip of highway right-of-way adjacent to the Multnomah County Juvenile Home. This strip of land is shown in crosshatch on the attached map marked Exhibit "A." Multnomah County has offered to maintain this strip as part of the Juvenile Home grounds providing the State will extend its present sprinkling system and grade the area so as to blend with the existing grounds. The right-of-way will be retained by the State.

It is requested that an agreement be prepared for execution by the State Highway Commission and the Multnomah County Board of Commissioners covering the improvement and maintenance of this strip of land.

In addition to the appropriate recitals the following items should be included:

THINGS TO BE DONE BY STATE

1. State will extend the County's existing sprinkling system so as to provide irrigation for the area.

2. State will grade the area so that it will blend with existing Juvenile Home grounds.

3. State will seed the area with a lawn type grass.

4. State will retain title to land involved.

THINGS TO BE DONE BY COUNTY

1. County will maintain the area in conjunction with the maintenance of its Juvenile Home grounds.

2. County will furnish water for irrigation and provide for the maintenance of the area at its sole expense.

Attached are ten prints of a map marked Exhibit "A." Nine copies of the agreement will be required in addition to any needed for the Legal Division.

W. C. Williams
Deputy State Highway Engineer

JWC:mm
Att.

cc: John W. Cattrall
Mark Astrup

RECEIVED
JAN 4 1956
FOR FILING
FORM E30—80M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1956

SUBJECT: Landscape Maintenance Agreement
Multnomah County

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

L

Attached is a suggested letter to the Legal Division requesting that an agreement be prepared covering State's improvement of a strip of land adjacent to the Multnomah County Juvenile Home and the County's maintenance of this area.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm
Att.

RECEIVED
JAN [illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1955
FOR FILING

2.1-[illegible]
4514

August 31, 1955

Russellville Nursery
9817 E. Burnside St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4506, for roadside improvement on the 42nd Ave.-99th Ave. Section of the T.H. Banfield Expressway in Multnomah County, awarded August 11,1955.

Contract No. 4514, for irrigation system on the 42nd Ave.-99th Ave. Section of the T. H. Banfield Expressway in Multnomah County, awarded August 12,1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

ECEIVED
AUG 16 1955
OR FILING

-323 (13)
F14

August 15, 1955

Russellville Nursery
9817 E. Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on August 14, 1955 awarded to you State Highway Contract No. 4514 for 42nd Avenue-99th Avenue Irrigation System Project on the T. H. Banfield Expressway in Southeast Portland in Multnomah County.

This award was based on your bid of $16,317.65 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

RECEIVED
AUG 17 1955
FOR FILING

X File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

[illegible]
4514

08-35 August 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4514 for Oregon Project BFI-323(13), 42nd-92nd Avenue Section (Roadside Improvement) of the T. H. Banfield Expressway, to Russellville Nursery of Portland, Oregon, low bidder in the amount of $16,317.65 at the August 12, 1955 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

30-3309 Hat Rock Park Buildings 1955

#4515

30-3209

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4515	7-Final	Walt M. Young	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14673	B-155586	$ 774.98	7/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to June 30, 1956

Completion Date: May 8, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-24-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 24 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 9 1956

FOR FILING

30-32-4
4515

July 9, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4515 for work performed on the Hat Rock State Park Section in Umatilla County was completed by the contractor, Walt M. Young, on May 8, 1956 and was formally accepted by the Highway Commission June 4, 1956.

Final payment in the amount of $774.98 will be released to the contractor on or after July 19, 1956. The total contract amount is $8,157.70, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
7-9-56
rm

FORM E-126 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

30-2309

4515

February 8, 1956

Mr. Walt M. Young
Hermiston
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from December 31, 1955 to June 30, 1956 within which to complete your contract No. 4515, for constructing the Hat Rock State Park Buildings in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Lyle A. Peterson,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 23 1956
FOR FILING

[illegible]

[illegible]

January 20, 1956

Oregon State Highway Commission

Request for extension of time
No. 23
January 26 and 27 meeting.

Gentlemen:

Re: Hat Rock State Park Buildings
Contract No. 4515

Walt M. Young, contractor on the Hat Rock State Park Buildings in Umatilla County, has requested an extension of time from December 31, 1955, to June 30, 1956, in which to complete the contract.

Cold and unseasonable wet weather has delayed the completion of this project. It is estimated that the contractor will complete all work before the normal season for use of the park by the public.

It is recommended that this extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
SEP 7 1955

FOR FILING

20-3301

4515

September 6, 1955

Walt M. Young, Contractor
Route 1
Hermiston, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4515, which was awarded to you by the State Highway Commission on August 12, covering Hat Rock State Park Buildings in Umatilla County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

6

RECEIVED
AUG 16 1955
FOR FILING

30-4519
4-7

August 15, 1955

Mr. Walt M. Young
Route 1
Hermiston, Oregon

Dear Sir:

The State Highway Commission on August 14, 1955 awarded to you State Highway Contract No. 4519 for construction of Hat Rock Park Buildings about eight miles east of Umatilla in Umatilla County.

This award was based on your bid of $8,157 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen
C. H. Armstrong

S-134(1) Bakers Bridge Approach 1955
Reconstruction.
#4516

Form A-150—1956—9-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

[illegible] 11-1?
8-144(1)

Clackamas County
Oregon City, Oregon

Attn: County Court

Invoice No. 48929
Date December 26, 1956
Your Req. No.
Billing Request No. cc-280
Credit distribution: 503-1057-297

Final billing under [illegible], [illegible] 131, covered by agreement dated August 1955.

Original Advance Deposit	14,200.00	
Less: Amt. previously transferred	11,200.00	
Balance Advance Deposit		3,000.00
County share of total costs as per attached	12,536.66	
Less: Amt. previously transferred	11,200.00	
Balance		1,336.66
To be returned		$1,663.34

See cc 289, #10650

[illegible]

Cash Received with Request: $ ....

By ....

State Printing 88944

Required Cash Advance Deposit	$7,907.76 or say $7,900.

This letter confirms my telephone conversation this date with Judge Telford on this same matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
JOHN D. GRAHAM

JFH:te
Att.

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

December 19, 1956

NOTED
J. F. HAGEMANN

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

Reference is made to my letter of December 14 relative to the county's advance deposit for extra drainage work in connection with the Oswego Section of FAS 680.

Since that letter was written final costs have become available for the Bakers Bridge on FAS 131 and it has been determined that the agreed county share of the total costs for this project is $12,536.66 as shown on the attached statement. As the county initially deposited $14,200., a refund of $1,663.34 is due the county.

If the county wishes, we will retain this refund and apply it against the required advance deposit for the extra drainage work on the Oswego Section of FAS 680. The required additional cash deposit for the Oswego Section would then be as follows:

Estimated County Share (as shown in my letter of December 14)		$10,136.63
Less:		
Refund due County on Park Avenue - Gladstone Section, FAS 119	$ 565.53	
Refund due County on Bakers Bridge, FAS 131	1,663.34	2,228.87
Required Cash Advance Deposit		$7,907.76 or say $7,900.

This letter confirms my telephone conversation this date with Judge Telford on this same matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
JOHN D. GRAHAM

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

COMPLETED 5/3/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Clackamas

Contract No. 4516

Date 12/19/56

FAS 131

Section Bakers Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Remove old timber trestle approaches	All	$2,500.00	All	$ 2,500.00
2. Structural excav.	c.y.	5.00	370.57	1,852.85
3. Excav. below elevations shown	c.y.	10.00	11.11	111.10
4. Furnish untreated timber piling	l.f.	0.50	220	110.00
6. Furnish treated timber piling	l.f.	1.25	454.7	568.38
7. Drive treated timber piling	Each	50.00	18	900.00
8. Furnish steel piling	l.f.	4.75	116	551.00
9. Drive steel piling	Each	50.00	4	200.00
10. Class "A" concrete	c.y.	55.00	535.08	29,429.40
11. Metal reinforcement	lb.	0.12	117,732	14,127.84
12. Metal rail	l.f.	10.50	623.3	6,544.65
PA#1 Provide for ped. traffic	All	900.00	All	900.00
PA#2 Cement adjustment	Sack	1.00	27	27.00
PA#3 Splice steel piles	Each	46.34	4	185.36
PA#4 Provide sidewalk expansion plates	All	33.81	All	33.81
PA#5 Struc. excav. & remove portion of abut. wall	All	445.29	All	445.29
	Subtotal			$58,486.68
	Construction Engineering			6,422.63
	TOTAL CONSTRUCTION COSTS			$64,909.31
	FEDERAL FUNDS COLLECTED FOR PROJECT			$39,836.00

AGREED COUNTY SHARE TOTAL COST
(50% of difference between total cost and federal funds)
($64,909.31 - $39,836.00) x 1/2 = $12,536.66

County Advance Deposit	$14,200.00
Less County Share Cost	12,536.66
REFUND DUE COUNTY	$ 1,663.34

RECEIVED
JUN 22 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

June 20, 1956
(date)

5-184/1
(CONTRACT NO.)

8 - Final
(EST. NO.)

Babler Brothers, Inc.
(CONTRACTOR)

4516
(VOUCHER NO.)

12282
(WARRANT NO.)

R-153145
(AMOUNT)

$ 5,572.95
(DATE)

6/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: None

Completion Date: May 3, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-22-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 22 1956

NOTED ON CARD

EIVED
N 13 1956
R FILING

[illegible]

4516

June 12, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4516 covering Bakers Bridge approach reconstruction on the Market Road No. 39 in Clackamas County was completed by the contractor, Babler Bros., Inc., on May 3, 1956 and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $5,572.95 will be released to the contractor on or after June 22, 1956. The total contract amount is $58,486.68 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

NOTED
Harold C. Ayers

June 7, 1956

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
J. W. CATTRALL

[illegible]
J. [illegible]NN

Gentlemen:

This is to advise you that work on Contract No. 4516, Bakers Bridge on FAS 131, was completed on May 3, 1956.

Under the terms of the maintenance agreement signed by the Court on August 6, 1955, and by the Highway Commission on August 11, 1955, the County assumed maintenance and continued jurisdiction over the above named project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 6 - 1955
FOR FILING

S-184(1)
4516

September 2, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4516, which was awarded to you by the State Highway Commission on August 15, covering Bakers Bridge Approach reconstruction on Market Road No. 39 in Clackamas County.

We are also mailing a copy of this contract to the surety on your performance bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 19 1955
FOR FILING

S-184(1)

4516

August 18, 1955

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Clackamas County covering Bakers Bridge on FAS 131 in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 19 1955
FOR FILING

filed

5-184 (1)
4516

Salem, Oregon
August 18, 1955

[illegible] -52
[illegible] 103

Mr. John W. Cattrell
Engineer, City & County Relations
Office

Dear Mr. Cattrell:

Attached for further handling are three certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clackamas County covering Bakers Bridge on FAS 131 in Clackamas County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Clackamas County.

Very truly yours

Secretary

rn
Attach: 4

2-30 25M 9-51 58318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glasyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering Bakers Bridge on FAS 131 in Clackamas County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are ~~six~~ [illegible] copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

1 copy in suspense file

APPROVED BY HIGHWAY COMMISSION
Date Oct 28, 1954 minute page 30
Secretary

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-150—10M—12-54

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Clackamas County
Oregon City, Oregon

RECEIVED
AUG 17 1955
[illegible]
CO[illegible] RELATIONS

Invoice No. 40805
Date August 16, 1955
Your Req. No.
Billing Request No. CC-188
Credit distribution: 503-1057-297

Advance Deposit	14,200.00
Partial transfer county's share of total costs, Bakers Bridge section of FAS 131 covered by agreement dated August 1955	11,200.00
To be retained	3,000.00

NOTED
J. F. HAGEMANN

[illegible]
By JFH

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOT[illegible]
[illegible] R.

NOTED
J. W. CATTRALL

August 16, 1955

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of an advance deposit of $14,200 in connection with the Bakers Bridge project on FAS 131. Contract No. 4516 was awarded to Babler Bros. and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

[illegible]
J. F. HAGEMANN

RECEIVED
SEP 6 - 1955
FOR FILING

[illegible]
4516

August 16, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 accepted your proposal for Bakers Bridge Approach Reconstruction on Market Road No. 39 in Clackamas County for the sum of $62,192.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer on August 15, 1955 awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4516.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. M. Probert
F. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a full rate telegram

- FULL RATE TELEGRAM ☐
- DAY LETTER ☐
- NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

- FULL RATE ☐
- LETTER TELEGRAM ☐
- SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 16, 1955
11:15 a.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Contract for Bakers Bridge Approach Reconstruction, Clackamas County, for which you submitted low bid on August 12, 1955 awarded you August 15. Contract forms follow shortly.

H. B. GLAISYER, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
✓Files
C. W. Head

By
John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
cc: S. H. Probert
P. M. Stephenson

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1955
FOR FILING

FORM E30—80M—10-54—79488

[illegible]

4016

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1955

SUBJECT:

To: Mr. W. C. Williams ✓
OFFICE

W. C. WILLIAMS

We have received this date Clackamas County's advance deposit of $14,200 in connection with the Bakers Bridge section of FAS 131. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
cc: S. H. Probert
P. M. Stephenson

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. [illegible]

NOTED
J. W. CATTRALL

August 13, 1955

NOTED
J. F. HAGEMANN

RECEIVED
AUG 15 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall
Engineer, City and County Relations

Dear Mr. Cattrall:

Herewith enclosed is Clackamas County's Warrant #33978 in the amount of $14,200.00, being 20% of the estimated total cost of the construction of the approaches to Bakers Bridge on FAS 131, Clackamas County, Oregon.

We are very pleased that the bid of Babler Bros., Inc., of Portland was considerably under the estimate. We hope that you will arrange to keep the present structure open until after Labor Day, September 5, 1955.

Sincerely,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Commissioner

Darrell Jones
Commissioner

WRT/ls
Enc.

August 12, 1955

NOTED
Harold C. Ayers

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On August 12th the Highway Commission received a satisfactory bid from Babler Bros., Inc., of Portland for construction of the Bakers Bridge on FAS 131. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$62,192.50
Anticipated Additional Items Structural excavation and Remove portion of Abutment Wall	1,000.00
12-1/2% Engineering & Contingencies	7,899.06
Estimated Total Cost..........	$71,091.56
Advance deposit of 20%........	$14,200.00

Please make this deposit by means of a check or warrant in the amount of $14,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
August 9, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J.F. HAGEMANN

Attached are three copies of a finance agreement covering Bakers Bridge on FAS 131 in Clackamas County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

August 8, 1955

RECEIVED
AUG 8 - 1955
CITY RELATIONS

Mr. John Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Herewith are two signed copies of the Agreement between the State Highway Commission and Clackamas County covering the construction of the approaches to the Bakers Bridge, Oregon Project S-184 (1) on Carver County road, FAS 131. Also five copies of Sign and Traffic Control Agreement and five copies of Resolution #3496.

It is the wish of all members of the County Court that traffic across the Bakers Bridge be opened as early as possible next year in order to accomodate the school buses, logging trucks and other traffic that use this route.

Sincerely yours,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Commissioner

Darrell Jones
Commissioner

WRT/ls
Encs (12)

NOTED
R. JONES

July 27, 1955

NOTED
Harold C. Ayers

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Bakers Bridge on FAS 131 upon which bids will be received on August 12th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $76,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than July 31, 1956; however, it is further provided that the bridge shall be completed to a stage which will permit use by traffic on or before May 31, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 5th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY [illegible]170
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

NO[illegible]
Harold [illegible]

NOTED
VP

March 30, 1955

NOTED
J. W. CATTRALL

RECEIVED
1 1955
ENGINEER
C[illegible] RELATIONS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: John F. Hagemann

NO[illegible]
J. F. [illegible]

Dear Mr. Hagemann:

Reference is hereby made to your letter of March 29th pertaining to the closure of the Bakers Bridge at Carver. It is our wish that the bridge be completed at the earliest possible date; however, due to the rest park, fishing, picnic, etc. resorts located on the south side of the Clackamas River and due to the fact that these resorts do all of their business during the summer months, this Court was petitioned that, if possible, the reconstruction of the approaches to Bakers Bridge at Carver be delayed until September 5th. As previously indicated, we feel that the letting of bids during the month of either July or August, with stipulations that the bridge cannot be closed to vehicular traffic until after September 5th, would definitely meet with our approval.

Possibly with the letting of bids during the month of July, some preliminary work and the assembling of materials could be done to expedite the construction after September 5th.

We hope this letter explains our position and the situation as it exists, and we hope that you can see fit to assist us in this respect.

Yours very truly,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Stan Skoko
Commissioner

Darrell Jones
Commissioner

RECEIVED
APR 1 1955
ENGINEER
CO[illegible] RELATIONS

SS/ls

Fau 131

NOTED
V. R. JONES

March 29, 1955

Clackamas County Court
Court House
Oregon City, Oregon

FAS 131

NOTED
Harold C. Ayers

Gentlemen:

Reference is made to your letter of March 25th re keeping Bakers Bridge at Carver open to traffic until after Labor Day. It is our present plan to accept bids on this project at the August or September Highway Commission meeting. If bids are accepted in August the specifications will provide that the bridge cannot be closed to traffic until after September 5th.

Very truly yours,

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

COUNTY OF CLACKAMAS
COUNTY COURT

WALLACE R. TELFORD, Judge
STAN SKOKO, Commissioner
DARRELL JONES, Commissioner

OREGON CITY 3270
EVERGREEN 1-5826

COUNTY COURT HOUSE OREGON CITY, OREGON

March 25, 1955

RECEIVED
MAR [illegible] 1955
ENGINEER
CO [illegible] RELATIONS

Mr. John F. Hagemann
Assistant Engineer
County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Pursuant to your telephone call a few days ago this letter is to advise you that the County Court has received a petition from Grant Mumpower, Oregon City Attorney, representing several business and park establishments in the Carver area requesting that the Carver Bridge (Baker's Bridge) be kept open until after Labor Day, September 5, 1955.

The members of the County Court have unanimously agreed and hereby request that the letting of this FAS project be delayed, if possible, in order that the swimming parks and the business establishments affected in the Carver area will receive their normal summer business. We hope that this delay will in no way affect this FAS project.

Sincerely,

CLACKAMAS COUNTY COURT

Wallace R. Telford
County Judge

Stan Skoko
Commissioner

Darrell Jones
Commissioner

WRT/dab

Salem, Oregon
March 22, 1955

NOTED
J. W. CATTRALL

Mr. P. M. Stephenson
Bridge Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Clackamas County has requested that the contracting of the Bakers Bridge county FAS project on FAS 131 be held until the August letting so that the bridge will not be closed to traffic until after September 5th, Labor Day. Apparently there are parks at each end of the bridge which are patronized extensively over the Labor Day week-end.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
J. W. CATTRALL

1/21/55

Bakers Bridge over Clackamas River - Clack Co
FAS Route No. 131

This bridge is located approximately 6 miles northeast of Oregon City at Carver. The existing structure has a 180 foot long steel truss main span and 266 feet of pile trestle approach spans. The main span has a horizontal clearance of 24 feet with a sidewalk on each side and is structurally adequate. The approach spans have deteriorated to the point where they are structurally inadequate.

The proposed project is to replace the approach spans by constructing reinforced deck girder concrete bridge approach spans on the same alignment with the existing steel span to remain in place. Horizontal clearance of the approach spans will be 24 feet with a sidewalk on each side.

This section of FAS Route 131 is an important link in the Clackamas County road network, serving as a direct connection between the main route of FAS 131 and FAS 132, the Eagle Creek-Sandy State Secondary Highway.

Funds:

Federal	$42,000
State	14,000
County	14,000
Total..	$70,000

NOTED
Harold C. Ayers

December 23, 1954

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the B.P.R. approved your requested extension of FAS 131 to include the Carver connection effective December 15, 1954. Please correct your maps showing the County FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

ST #90

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. A[illegible]rs

November 3, 1954

Clackamas County Court
Court House
Oregon City, Oregon

FAS 131
Proposed Extension
See ST #90

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved the addition of the connection between FAS 131 and FAS 132 at Carver to the County FAS System. This proposed addition will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED

November 1, 1954

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Clackamas County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Portland and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Tabulation already in file
Too 131
119

Cottrell

NOTED

NOTED
Harold C. Ayers

NOTED

See ST #90

PROPOSED ADDITIONS TO COUNTY FAS SYSTEM
OCTOBER 19, 1954

CLACKAMAS COUNTY
FAS 131 (Extension) - 0.14 Miles.

This proposed extension is a short connection between existing FAS 131 (Carver-Springwater County Road) and existing FAS 132 (Clackamas State Highway) at Carver. This short section of road crosses the Clackamas River and is an important link in the Clackamas County road network as evidenced by a 1954 A.D.T. of 1900. If approved, Clackamas County plans to use available FAS funds to reconstruct the bridge over the Clackamas River. All existing county FAS routes have been improved to an oiled or paved wearing surface.

DESCHUTES COUNTY
FAS 655 - 8.3 Miles
FAS 656 - 3.1 Miles
FAS 657 - 3.2 Miles
FAS 658 - 7.8 Miles
FAS 659 - [illegible] Miles
TOTAL.. [illegible] Miles

All existing county FAS routes in Deschutes County have been improved to AASHO standards and additional mileage is required to permit programming of available FAS funds.

The above routes proposed for addition to the system all serve irrigated farming lands and the county plans to improve them to an oil mat wearing surface during the next two-year period.

Proposed FAS 655 extends from the McKenzie Highway at Sisters northerly, easterly, and southerly to the McKenzie Highway near Cloverdale.

Proposed FAS 656 extends from the McKenzie-Bend Highway approximately 4 miles southeasterly from Sisters, southerly and easterly to the McKenzie-Bend Highway approximately 5 miles southeasterly from Sisters.

Proposed FAS 657 extends from a county road junction approximately 2 miles west of Redmond, westerly, southerly and easterly to the McKenzie Highway approximately 1/2 mile west of Redmond.

Proposed FAS 658 extends from FAS 325 approximately 2 miles northwest from Terrebonne, southerly to the McKenzie Highway approximately 2 miles west from Redmond.

Proposed FAS 659 extends from the Redmond-Bend Highway approximately 3 miles south of Redmond, southerly to The Dalles-California Highway approximately 4 miles south of Redmond.

Fu 131

NOTED
V. R. JONES

October 13, 1954

NOTED
J. W. CATTRALL

Clackamas County Court
Court House
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

See Supplemental Tab #90
no 131

Gentlemen:

Enclosed are two copies of a general highway map upon which your requested addftion to the County FAS System of the short section connecting the Carver-Springwater County Road and the Clackamas State Highway is shown in color. Please indicate approval by signing in the space provided and returning one signed copy of the map to this office.

Also enclosed are two copies of a tabulation detailing the projects requested for construction with fiscal year 1956 funds of which $199,000 is available to Clackamas County. The $70,000 shown for the Bakers (Carver) Bridge is the Bridge Division's estimate at this time; however, the actual cost will govern. In the event the project on FAS 119 should cost in excess of $129,000 fiscal year 1957 funds could be used or the project shortened to fit the money. If satisfactory, please sign and return one copy of the tabulation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

2 Files Clack. Co.
FAS General

CLACKAMAS COUNTY
PROPOSED PROJECTS

FAS 131 Bakers Bridge over Clackamas River, $70,000. This bridge is located at Carver approximately 6 miles northeast of Oregon City.

The proposed project is to replace the existing 266' of pile trestle approach spans with R.C.D.G. approach spans having a 24' roadway with sidewalks on each side. The existing 180' steel through truss will remain in place. This span has a 24' roadway with sidewalks on each side. The P.T. approach spans are badly deteriorated. This bridge was originally constructed as a Market Road project and the Bridge Division has plans and field data on file under Bridge No. 1446.

FAS 119 - Milwaukie-Gladstone Section, 4.5 Miles, $129,000. This section extends from the south end of the Kellogg Bridge at Milwaukie, southeasterly to the Cascade State Highway at Gladstone.

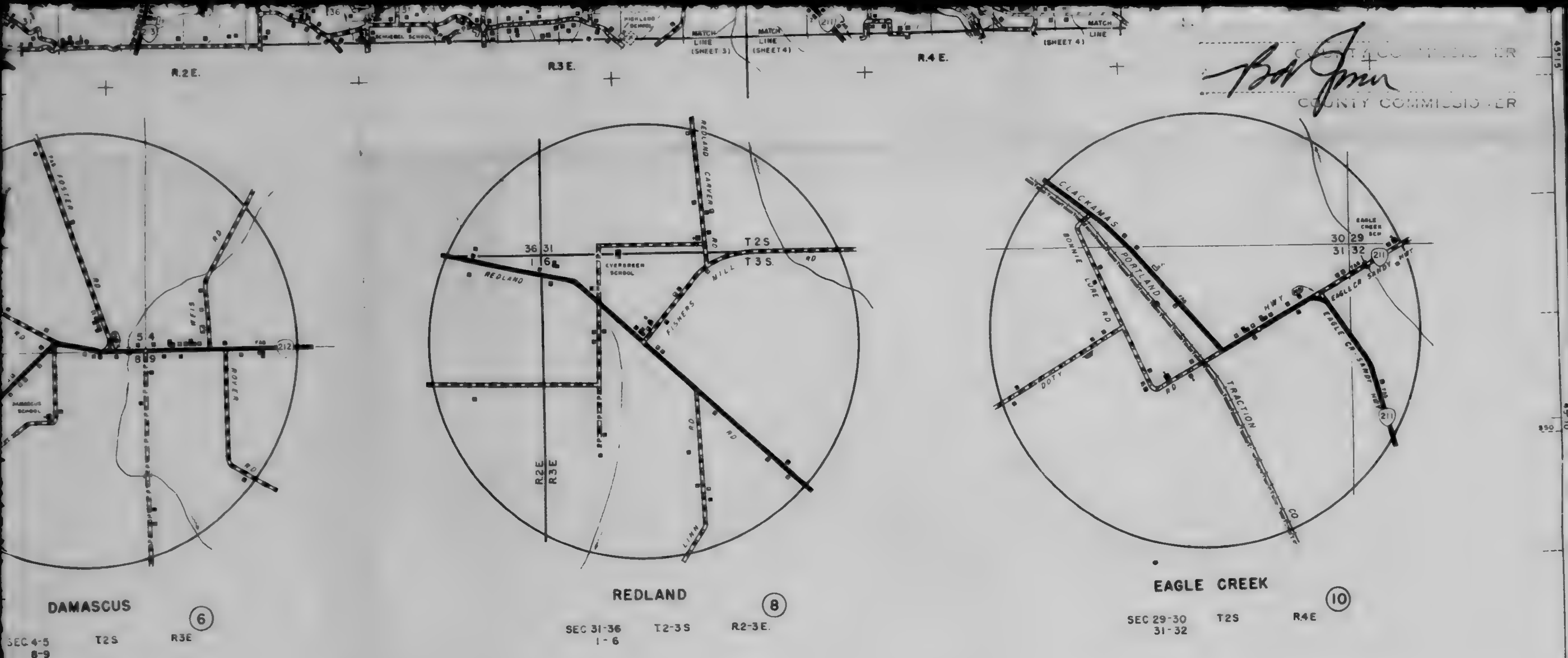
The proposed project is to widen and resurface the existing 16' to 18' bituminous pavement with asphaltic concrete 22' in width with 3' shoulders. Because of the roadside build-up along this road, the county has requested that every effort be made to stay within the existing 60' right of way and to avoid damaging landscaped property. Two extreme curves immediately south of the Kellogg Bridge will have to remain as any realignment at this point would result in excessive right of way costs. Perhaps the pavement could be widened to 24' or 26' on this short section. It is suggested that 2:1 rather than 3:1 ditch slopes be used.

NOTED
F. W. CATTRALL

Oregon City, Oregon
APPROVED October 14th, 1954
Clackamas
COUNTY COURT
By Wallace R. Telford

Bob Jones
COUNTY C...

10/11/54

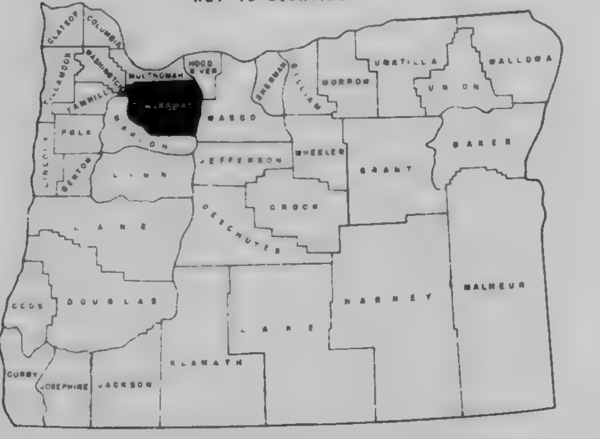


COUNTY COMMISSIONER

COUNTY COMMISSIONER

RVATION STATION	◘	POWER PLANT
	⌄	POWER SUBSTATION
	┬─┬─┬	TRANSMISSION LINE
LITY	●	WATER TANK
	•	PETROLEUM PRODUCT STORAGE
	●	GAS STORAGE
HER THAN FARM	■	DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
LINGS	⏢	ROAD MATERIAL STOCK PILE SITE
G, T-TOWNHALL G-GRANGE	▽	GRAVEL OR CINDER PIT
	▼	QUARRY
	⚒	MINE
	▲	CAMP AREA OR LODGE
ON	SP	PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
, WITH CALL LETTERS	◎	FAIRGROUNDS OR RACE TRACK
(†) ATOP ANY BUILDING	⌑	MILITARY INSTALLATION
BLISHMENT	♟	FOREST RANGER STATION
DUSTRIAL PLANT	•	OBSERVATION OR LOOKOUT TOWER
	▭	FISH HATCHERY
OR	BM × 1220	BENCH MARK
	△	TRIANGULATION STATION
PEN		

KEY TO COUNTIES



Population of Clackamas County, 1950 Census

86,716

SHEET 1 OF 4 MAP SHEETS AND 6 SUPPLEMENTAL SHEETS

SEE SUPPLEMENTAL SHEETS 1A THROUGH 1E FOR ENLARGED AREAS

ROADSIDE CULTURE DATA AS OF 1949
PARTIALLY REVISED TO 1951

GENERAL HIGHWAY MAP
CLACKAMAS COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
US DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

ENLARGEMENT SCALE
0 0.1 0.2 0.3 0.4 0.5 Miles

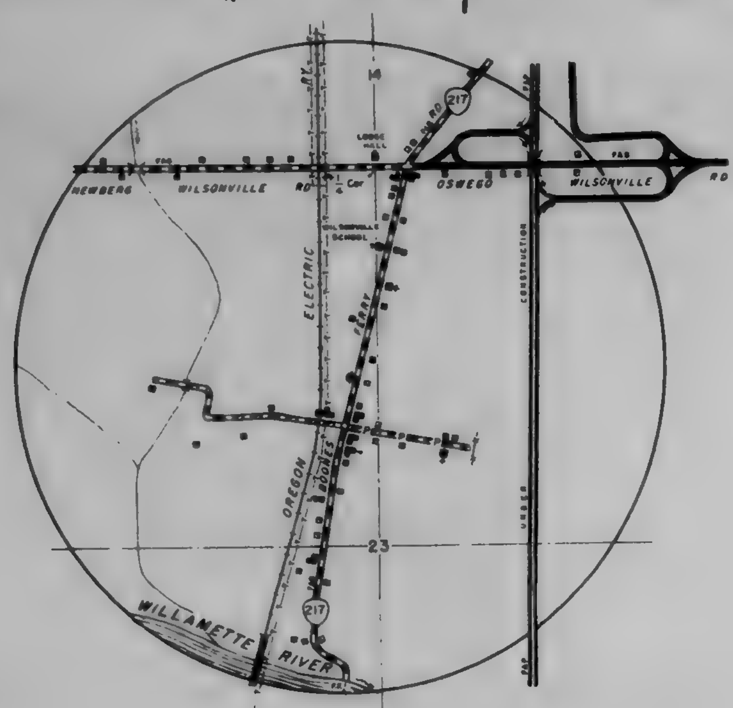
SCALE
1 0 1 2 3 4 Miles

1952

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon North Zone in Thousands of Feet

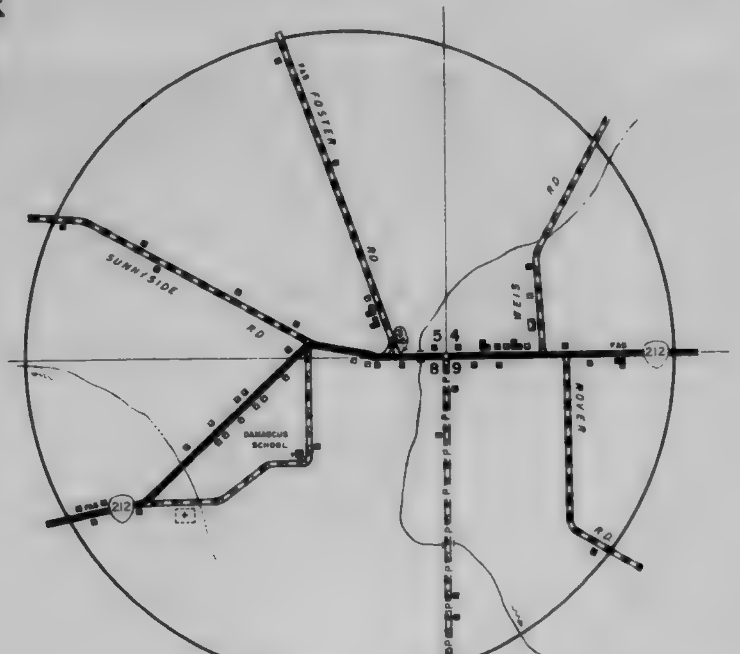
122°30' 122°25' 1,500 122°20' 122°15' 1,550 122°10' 900 45°05' 45°00'

APPROVED SEPTEMBER 29, 1952



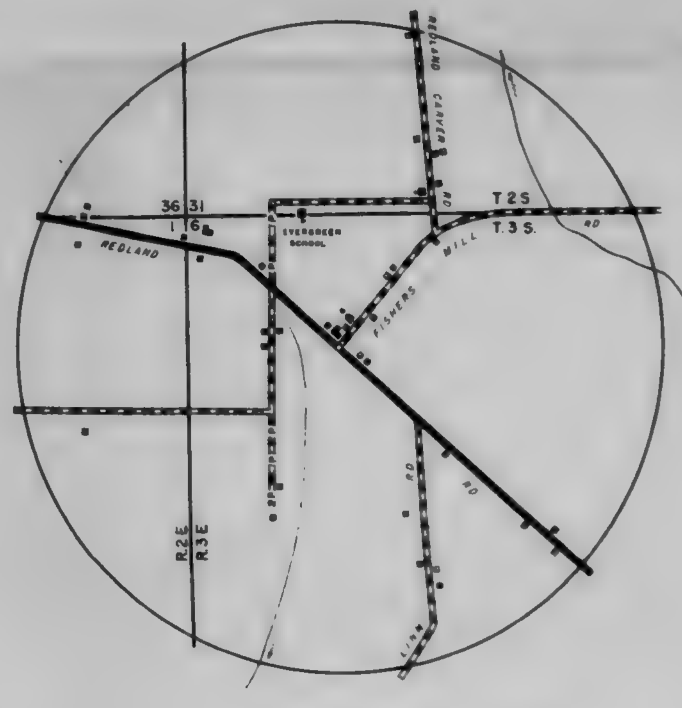
WILSONVILLE ⑪

SEC. 14 & 23 T.3S. R.1W.



DAMASCUS ⑥

SEC. 4-5 T2S. R3E
8-9



REDLAND ⑧

SEC 31-36 T.2-3S R.2-3E
1-6

L E G E N D

PUBLIC USAGE —— PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE AND DIVIDED ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE —— US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
[illegible]
BRIDGE, COVERED
FERRY, F.F.-FREE T.F.-TOLL
[illegible]
DAM, ROAD ON TOP
DAM WITH LOCKS, ROAD ON TOP

TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD, COMMERCIAL OR PUBLIC
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON

WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
IN USE NOT IN USE
FARM UNIT
DWELLING—OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN

POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT
QUARRY
[illegible]
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

KEY TO COUNTIES

Population of Clackamas County, 1950 Census

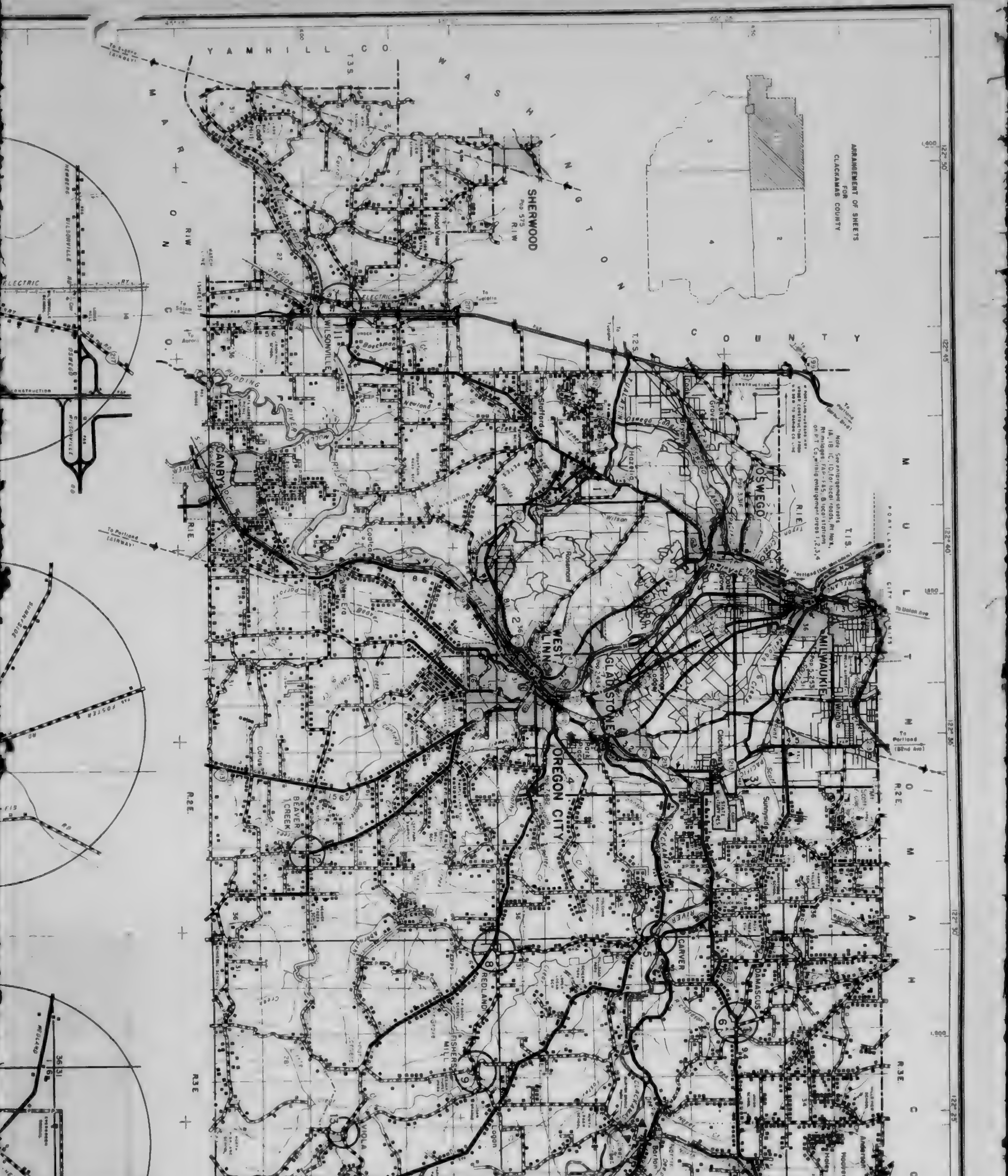
86,716

SHEET 1 OF 4 MAP SHEETS AND 6 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEETS 1A THROUGH 1E FOR ENLARGED AREAS

ROADSIDE CULTURE DATA AS OF 1949
PARTIALLY REVISED TO 1951

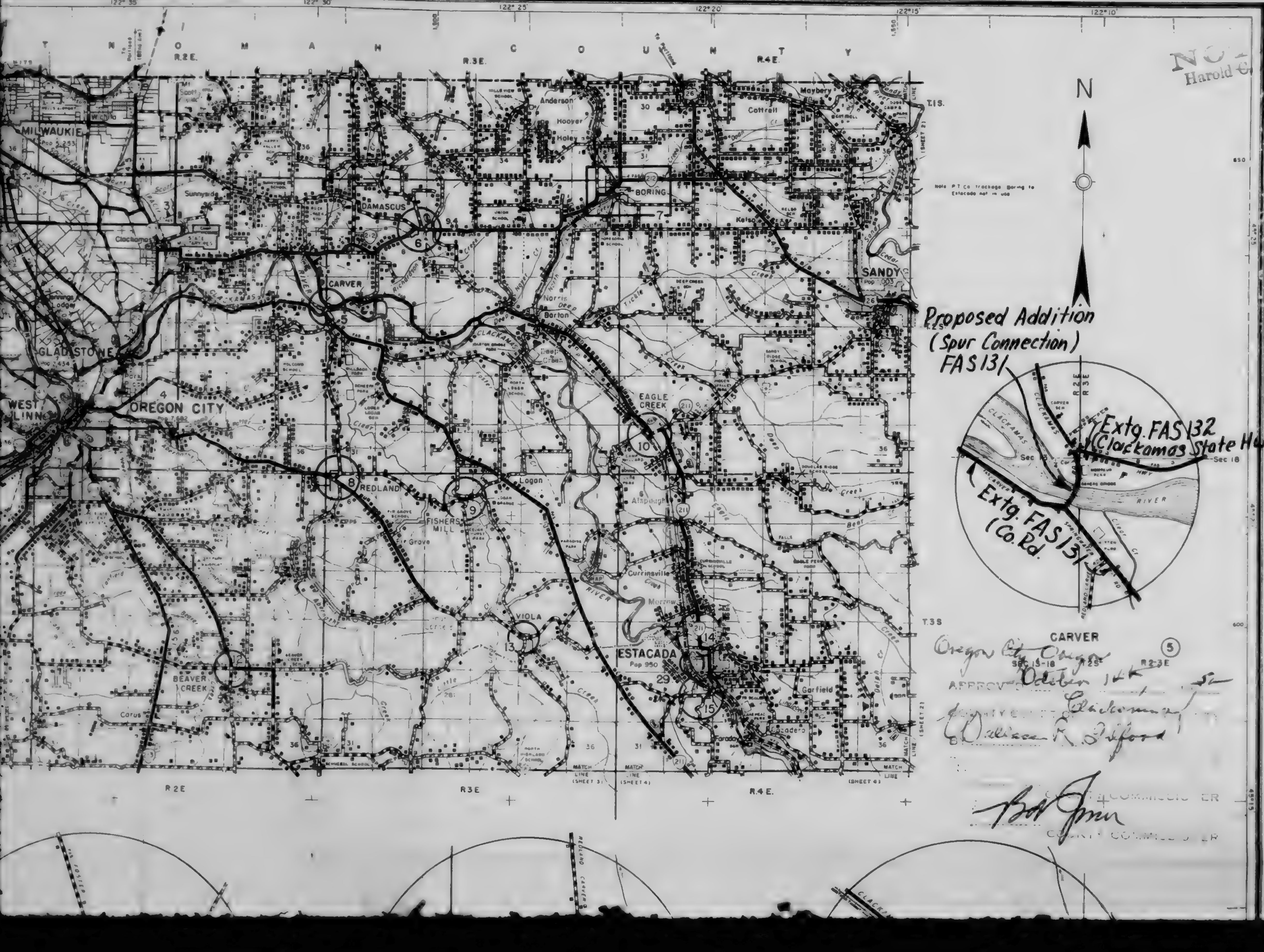
122° 50' 1,400 122° 45' 122° 40' 1,450 122° 35' 122° 30' 1,500 122° 25' 122° 20'

APPROVED SEPTEMBER 20, [illegible]


ARRANGEMENT OF SHEETS FOR CLACKAMAS COUNTY
YAMHILL CO.
WASHINGTON COUNTY
MARION CO.
MULTNOMAH COUNTY
SHERWOOD
WILSONVILLE
CANBY
OSWEGO
WEST LINN
GLADSTONE
OREGON CITY
MILWAUKIE
BEAVER CREEK
REDLAND
CARVER
DAMASCUS
BORING
EAGLE CREEK
ESTACADA
VIOLA
Stafford
Rosemont
Clackamas
Sunnyside
Logan
Barton
Currinsville
PORTLAND CITY LIMITS
R.1W.
R.1E.
R.2E.
R.3E.
T.1S.
T.2S.
T.3S.
122° 45'
122° 40'
122° 35'
122° 30'
122° 25'
122° 20'
To Portland
To Tualatin
To Salem
To Aurora

F. A. FAS 131

NOTED
Harold E. Ayers



Oregon City Oregon

APPROVED October 14th 1952

BY THE COUNTY COURT Clackamas COUNTY

William R. Bufford

Bob Jones

COUNTY COMMISSIONER

COUNTY COMMISSIONER

S-130(2) Hay Cr. Canyon Sec., Mikkalo 1955
County Rd.
#4517

[illegible] 155, + '58

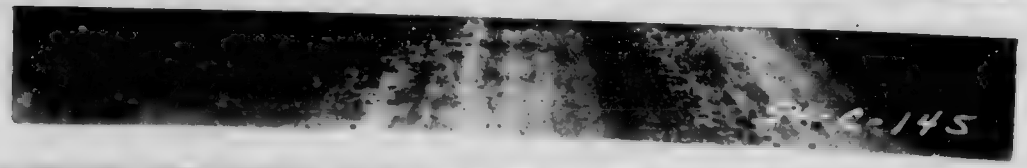
FAS [illegible] County [illegible] Contract No. 4517

Section [illegible]

Location [illegible]

[illegible]

[illegible] 26-58



'55, + '58

FAS 1

Se

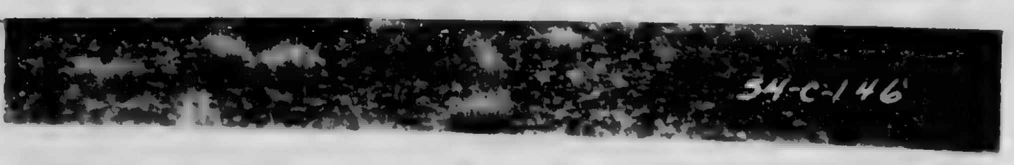
Lo

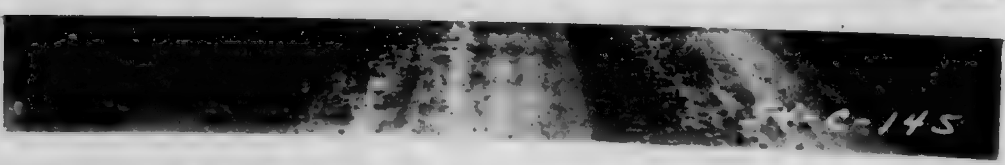
55, + '58

FA

Se

Lo



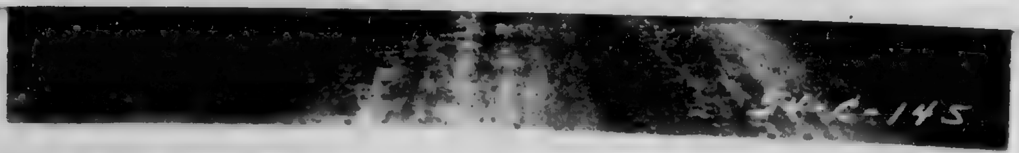


'55, + '58

FA

Se

Lc



155, + '58

F
S
L
-

'55, + '58

'55, + '58

'55, + '58

1953 5" 155, + '58

FAS 442 County [illegible] Contract No. 4517

Section [illegible]

Location [illegible]

[illegible]

[illegible] 26-58

Form A-150—10M—9-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

Gilliam County
Condon, Oregon

Attn: County Court

Invoice No. 48928

Date December 26, 1956

Your Req. No.

Billing Request No. CC-290

Credit distribution: 511-1019-297

[illegible] billing [illegible] portion, [illegible], covered by agreement dated [illegible]/11/5[illegible].

Original Advance Deposit	[illegible].00	
Less Amount Previously Transferred	11,[illegible]	
Balance of Advance Deposit		3,[illegible].00
County share total cost as per attached statement	1[illegible],[illegible]0.57	
Less Amount Previously Transferred	[illegible]	
Balance		2,710.57
To be Refunded		$ 2[illegible].43

ACKNOWLEDGEMENT OF BILLING REQUEST
Cash Received with Request: $..................
By..................

State Printing 86944

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 26, 1956

Gilliam County Court
Courthouse
Condon, Oregon

[illegible]
J. [illegible] NN

Gentlemen:

Final costs are now available for the Hay Creek Canyon Section of FAS 440 and it has been determined that the agreed county share of these costs is $14,560.57 as shown in the attached statement. As the county initially deposited $14,850., a refund of $289.43 is due. This refund will be made by our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

COMPLETED 6/27/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Gilliam   Contract No. 4517   Date 12/26/56

FAS 440   Section Hay Creek Canyon Section

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$5,000.00	[illegible]	$5,000.00
2. Drainage excav., unclass.	c.y.	5.00	96.5	482.50
3. General excav., unclass.	c.y.	.54	90,457	48,846.78
4. Short overhaul	yd.sta.	.015	145,810.7	2,187.16
5. Long overhaul	C-yd.sta.	.50	479.4	239.70
6. Finish. R/B & slopes	mile	700.00	2.83	1,981.00
7. 12" corr. metal pipe	l.f.	3.25	152	494.00
8. 18" " " "	l.f.	4.25	726	3,085.50
9. 24" " " "	l.f.	6.50	254	1,651.00
10. 36" " " "	l.f.	15.00	20	300.00
12. Sprinkling	M.gal.	3.00	272	816.00
Force Account - Furnish, install & backfill 8" metal drain pipe				968.91

Subtotal	$66,052.55
Temporary Signs, Barricades, etc.	82.35
Construction Engineering	7,986.23
TOTAL CONSTRUCTION COSTS	$74,121.13
FEDERAL FUNDS COLLECTED FOR PROJECT	$45,000.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)
($74,121.13 - $45,000.00) X 1/2 = $14,560.57

County Advance Deposit	$14,850.00
Less County Share Total Cost	14,560.57
REFUND DUE COUNTY	$ 289.43

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4517	12-Final	O. & K. Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20816	H-161963	$ 1,981.58	9/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1956

Time Extensions: to June 27, 1956

Completion Date: June 27, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 7 1956
FOR FILING

S-136([illegible])

4517

September 7, 1956

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4517 for work performed on the Hay Creek Canyon Section of the Mikkalo Highway in Gilliam County was completed by the contractor, O & K Construction Company, on June 27 and was formally accepted by the Highway Commission on August 16, 1956.

The final payment amounting to $1,981.58 will be released to the contractor on or after September 17, 1956. The total contract amount is $66,052.55, of which amount $968.91 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Gresham Insurance
105 North Main
Gresham, Oregon

NOTED ON CARD
gl

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 30 1956
FOR FILING

S-13[illegible] (2)

4517

August 29, 1956

O & K Construction Co.
Route 1,
Gresham, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from April 30, 1956 to June 27, 1956 within which to complete your contract No. 4517, for grading on the Hay Creek Canyon Section of the Mikkalo Highway in Gilliam County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:
A. F. Parson,
Division Engineer

C. C. McKinney,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
AUG 29 1956

FOR FILING

S. [illegible]

4517

August 28, 1956

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to O & K Construction Co. on contract No. 4517, for grading on the Hay Creek Canyon Section of the Mikkalo Highway in Gilliam County. This payment, in the amount of $1,916.59, will be released to the contractor on or after September 7, 1956. The retained percentage amounts to $1,981.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
Gresham Insurance
105 N. Main
Gresham, Oregon

NOTED ON CARD

Form B-1—1024—1-36

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

4577

For Week Ending [illegible], 19[illegible]

Section [illegible]

Kind of work Grading

Highway [illegible]

Section prefix [illegible]

Contractor O & K Construction Co.

Contract number 4517

Date of contract Aug. 17, 1955

Date of completion April 30, 1956, 19

Date work started Sept. 19, 1955

Estimated date of completion , 19

Project authorization $[illegible]

Exclusive of Engineering $[illegible]

Per cent of time elapsed 122 %

Estimated cost of completed project, exclusive of engineering $[illegible]

Estimated per cent ~~overrun~~ or underrun [illegible] %

Per cent of contract completed, based on total contract price %

Engineering authorization $

Engineering cost to date $7510, 152 %

Date project was completed June 27, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate [illegible] forwarded to the Division office - [illegible] August [illegible], 1956.

[illegible]

[illegible]

[illegible] Jave

NOTED
L. H. Young

Signed

Address [illegible]

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 22073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.5				
Miles partially completed					
Miles completed	.5				
Total estimated quantities (contract)	[illegible]				
Total quantities corrected to date	[illegible]57				
Estimated quantities moved or placed to date	[illegible]57				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 30 1956

~~FOR FILING~~
S-130 (2)

4517

July 30, 1956

CERTIFIED MAIL

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to O & K Construction Company, a portion of funds heretofore retained by the Commission on contract No. 4517, covering grading on the Hay Creek Canyon Section of the Mikkalo County Road in Gilliam County.

This payment, in the amount of $7,286.64 reduces the retained percentage to 3% of the total amount earned by the Contractor, or the sum of $1,922.30. The present payment will be released on or after August 9, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: The Aetna Casualty & Surety Company
Gresham Insurance
105 N. Main
Gresham, Oregon

NOTED ON CARD

A

RECEIVED
JUL 30 1956
FOR FILING

S-130 (2)

4517

July 27, 1956

Oregon State Highway Commission

Request for extension of time
No. 3
August 16 and 17 meeting

Gentlemen:

Herewith a request from the O & K Construction Company for an extension of time on the Hay Creek Canyon, Contract No. 4517, from April 30, 1956 to June 27, 1956.

Inclement weather and unanticipated rock excavation on this project caused the overrun. There was little inconvenience to the traveling public, and I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

EAP:of fn

NOTED
Harold C. Ayers

July 6, 1956

NOTED
J. W. CATTRALL

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4517, Hay Creek Canyon section of FAS 440 in Gilliam County, was completed on June 27, 1956.

Under the terms of the maintenance agreement signed by the Court on July 28, 1955, and by the Highway Commission on August 11, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JUL 5 1956
FOR FILING

S-130(2)

4511

July 3, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 27, 1956 on Contract No. 1517, Hay Creek Canyon Section, in Gilliam County, in connection with Federal Aid Project No. S-130(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HEP:hb

cc: John Catterall

Harold C. Ayers
NOTED

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1956

SUBJECT: File No. 23770 (Oregon 04593)
Hay-Canyon Section
Mikkalo County Road
Gilliam County

To: Mr. A. F. Parson
Division 5 Engineer
State Highway Department
LaGrande, Oregon

Attached are two copies of the Decision dated January 16, 1956, for right of way for the Hay-Canyon Section of the Mikkalo County Road in Gilliam County. The right of way approved is a part of a county project on Federal Aid Route No. FAS 440, Project No. S-130 (2).

Three prints of the map showing this right of way were forwarded to you with a copy of our application dated July 7, 1955.

The rendering of this Decision completes this file, as far as this office is concerned.

EARL F. SALING
Right of Way Office Mgr.

EFS
wo
Enc. copy letter & 2 cc Decision
cc: E. A. Pease, with 1 copy Decision
cc: John Cattrall (2) with 2 cc Dec. ✓
cc: R. L. Porter
cc: S. N. Mayhew, with 1 cc Dec.
cc: Ruth Keller, with orig. & 1 cc Dec.

C O P Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
LAND OFFICE
1001 N. E. Lloyd Blvd.
P.O. Box 3861
Portland 8, Oregon

Date: January 16, 1956

DECISION

Name:
Oregon State Highway Commission
Date Map Filed:
July 11, 1955
Lands affected:

Highway Application
Oregon 04593
File No. 23770, Right of Way
Hay-Canyon Section
Mikkalo County Road

T. 1 S., R. 20 E., W.M., Gilliam County, Oregon,
sec. 21, N½NE¼, N½N½SE¼NE¼, NE¼SW¼NE¼.

Highway Right of Way Approved

The application and map filed by the above-named State for a highway right of way over public lands, under section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18) have been examined and found to conform to the regulations. The Public Roads Administration has determined that the land is necessary for the purpose specified in the act.

Pursuant to the above-mentioned act and the regulations thereunder (43 CFR secs. 244.54 and 244.56) the right of way over the public lands as shown on the above-mentioned map is approved, subject to all valid existing rights, but reserving rights of way for canals and ditches constructed under authority of the United States, ~~and subject to the reservation to the United States of all fissionable source materials, in accordance with the provisions of the act of August 1, 1946 (60 Stat. 755; 42 U.S.C. sec. 1801)~~ and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all subcontracts.

One tracing map showing the location of the highway and the copy hereof will be forwarded to the Director for appropriate notation of the records. ~~Five~~ Four copies hereof are being forwarded to the Public Roads Administration which agency will advise the State of the action taken.

/s/ Pierce H. Rice

Manager

Orig. OSHD
cc: Dir. w/map
BPR-4
DRM, Baker
gtm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPRS-1843

State Ore.
County Gilliam
Project No. S-130(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 17th day of Nov., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.775 miles of grading and drainage (Character of work)

between a county road junction in Section 20, T. 1 S., R. 20 E., W.M., and F.A. Route 6 approximately 2 miles east of Mikkalo, consisting of 2.775 miles of roadway and no (Number) bridges xxxxxxxxxxxxxxxxxxxxxxxxxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-five thousand and 00/100 dollars ($45,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seventy-two thousand, six hundred sixty-nine and 85/100 dollars ($72,669.85).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

[illegible]

[illegible]

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-130 (2)

HAY CREEK CANYON SECTION

OF THE MIKKALO ROAD IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code 0010
Roadway (Sta.-1+00 to Sta. 146+30) (Contract No. 4317)

All Required	Clearing and Grubbing		$ 5,000.00
80 cu. yds.	Drainage Excavation, Unclassified	$ 5.00	400.00
92,000 cu. yds.	General Excavation, Unclassified	0.54	49,680.00
110,000 yd. sta.	Short Overhaul	0.015	1,650.00
430 C-yd. sta.	Long Overhaul	0.50	215.00
2.78 mile	Finishing Roadbed and Slopes	700.00	1,946.00
230 lin. ft.	12-inch Corrugated Metal Pipe	3.25	747.50
840 lin. ft.	18-inch Corrugated Metal Pipe	4.25	3,570.00
270 lin. ft.	24-inch Corrugated Metal Pipe	6.50	1,755.00
10 lin. ft.	36-inch Corrugated Metal Pipe	15.00	150.00
40 lin. ft.	Salvaging Culvert Pipe	2.00	80.00
70 M-gal.	Sprinkling	3.00	210.00
220 cu. yds.	Loose Riprap	3.00	660.00
	Subtotal		$66,063.50
	10% Engr. & Cont.		6,606.35
	Total		$72,669.85

Length of Roadway	2.775 miles
Length of 1 structure	0.006 mile (Exception)
Total Length	2.781 miles

Cost of Roadway per mile $26,187.33

Federal Funds ------------------------------	$45,000.00
State Funds ------------------------------	13,834.92
County Funds ------------------------------	13,834.93
	$72,669.85

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

RECEIVED
SEP 7 1955
FOR FILING

C-13-([illegible])
4517

September 6, 1955

O & K Construction Co.
Route 1
Gresham, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4517, which was awarded to you on August 17, 1955 by the State Highway Commission, for grading on the Hay Creek Canyon Section of the Mikkalo Highway in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl. 1

RECEIVED
AUG 19 1955
FOR FILING

5-180(2)

4517

August 18, 1955

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Gilliam County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Gilliam County covering the Hay Creek Canyon section of FAS 440 in Gilliam County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

file

RECEIVED
AUG 19 1955
ING
FOR FILING

5-130(2)
4517

Salem, Oregon
August 18, 1955

254
105

Mr. John W. Cattrall
Engineer, City & County Relations
Office

Dear Mr. Cattrall:

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement covering the Hay Creek Canyon section of FAS 440 in Gilliam County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Gilliam County.

Very truly yours

Secretary

rm
Attach: 5

FORM E-30 25M 9-51 53316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies each of finance agreements covering the following county FAS projects:

Gilliam County - FAS 440, Hay Creek Canyon Section
Linn County - FAS 595, Muddy Creek Bridge Section

Two copies of each have been signed by the respective Courts and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies each of maintenance agreements covering these projects. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

These projects were approved by the Highway Commission on October ~~10~~ 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORI[illegible] WAY COMMISSION
DATE Oct. 28, 1954 page 28

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-150—10M—12-54

NOTED

NOTED
J. F. HAGEMANN

NOTED
Harold C. A[illegible]

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

Gilliam County
Condon, Oregon

RECEIVED
AUG 18 1955
ENGINEER
[illegible] OPERATIONS

Invoice No. 40849

Date August 17, 1955

Your Req. No.

Billing Request No. cc-189

Credit distribution: 511-1019-897

Advance Deposit	14,850.00
Partial transfer county's share of total cost in connection with Hay Creek Canyon section of FAS 440, covered by agreement dated August 1955	11,850.00
To be retained	3,000.00

ACKNOWLEDG[illegible] REQUESTED

By ....

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Kp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

RECEIVED
SEP 6 - 1955
FOR FILING

S 1-5 (2)
4517

August 17, 1955

C & K Construction Co.
Gresham, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 accepted your proposal for the Hay Creek Canyon Section of the Mikkalo County Road in Gilliam County for the sum of $66,063.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4517.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fy

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Ore.
August 17, 1955
11:55 a.m.

C & K Construction Co.
Gresham, Oregon

Contract for Hay Creek Canyon Section, Gilliam County, for which you submitted low bid on August 12, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

By

John F. Hagemann

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
AUG 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 18 1955
FOR FILING

FORM E30—50M—10-54—79485
[illegible] 13-(1)
4517

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

[illegible]
W. C. WILLIAMS

We have received this date Gilliam County's advance deposit of $14,850 in connection with the Hay Creek Canyon section of FAS 440. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
AUG 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

NOTED
Harold C. Ayers

August 17, 1955

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $14,850 in connection with the Hay Creek Canyon section of FAS 440. Contract No. 4517 has been awarded to the O & K Construction Company, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
[illegible]

August 12, 1955

NOTED
Harold C. Ayers

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On August 12th the Highway Commission received a satisfactory bid from O & K Construction Company of Gresham for construction of the Hay Creek Canyon section of FAS 440. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$66,063.50
12-1/2% Engineering & Contingencies	8,257.94
Estimated Total Cost.....	$74,321.44
Advance Deposit of 20%...	$14,850.00

Please make this deposit by means of a check or warrant in the amount of $14,850 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRAIL

August 3, 1955

NOTED
Harold C. Ayer

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of signed documents in connection with the Hay Creek Canyon section of FAS 440. After signature by the Highway Commission a fully executed copy of each agreement will be returned for your records.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
AUG 2 - 1955
FOR FILING

File

OREGON DISTRICT

[illegible]

4517

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 29, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change relative to Item 336, Project S-130(2), Federal-aid Secondary Highway Program, was approved effective July 25, 1955, with the understanding that satisfactory provision will be made for future surfacing with or without Federal participation. The total cost will show $81,000, Federal Funds $48,600, State Funds $16,200, County Funds, $16,200, mileage 2.78, and character of proposed work, grade and drain.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 1 1955
OREGON
STATE HIGHWAY COMMISSION

cc-

Oregon Project S-130(2)
FAS 660

RESOLUTION

7-28-55

WHEREAS, a county road in Gilliam County, State of Oregon, known as the Mikkalo County Road, is routed through the County of Gilliam, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Gilliam County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station -1+50 approximately 6 miles west of Mikkalo, westerly to highway engineer's survey station 126+30 approximately 2.5 miles easterly from Potter School.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Gilliam will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Gilliam County, Oregon, that no encroachments will be permitted on the county road known as the Mikkalo County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Gilliam County, Oregon, this 28 day of July, 1955.

BY:

County Judge Jas. D. Burns

County Commissioner Chas W Irvin

County Commissioner

ATTEST:

James Ogilvy
County Clerk

cc-12(1955)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 27, 1955

NOTED
J. W. CATTRALL

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Hay Creek Canyon section of FAS 440 upon which bids will be received on August 12th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $81,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than April 30, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 5th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

ARLINGTON
GILLIAM
COUNTY
CLERK
CONDON OREGON

[illegible] Judge
[illegible]

NOTED
Harold C. Ayers

July 18, 1955

Mr. John W. Cattrall, Engineer
County and City Relations
State Highway Department
State Highway Building
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Cattrall:

Replying to your letters of June 15, and July 8, 1955 in regards to FAS 440, which is the Hay Creek Canyon section of FAS 440.

Please be advised that the Real Estate Options, for this road work have been signed by the parties involed, namely, Louie St Onge, James and Michael Murtha, and Robert Reitman. Deed for the land have also been secured from Robert Reitman and James and Michael Murtha. A deed will be secured from Louie St Onge, as soon as we can get it prepared.

In regards to the letter of June 15, it would be agreeable to close the road during construction, however, the contractor would be required to provide that the road would be kept open for use by people residing within the limits of the project with the exception of six to eight hour periods for blasting when it would be closed completely.

It is expected that the wheat haul should terminate around September 1, 1955.

Very truly yours,

James Ogilvy
James Ogilvy, Clerk

RECEIVED
JUL 19 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

RECEIVED
JUL 19 1955
OREG.
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

July 8, 1955

Honorable James D. Burns
Gilliam County Judge
Court House
Condon, Oregon

NOTED
Harold C. Ayers

Dear Sir:

Enclosed are four copies each of three option forms covering right-of-way required in connection with the Hay Creek Canyon section of FAS 440. Also, three copies of a map showing the location of this right-of-way are being forwarded under separate cover.

It is presently our plan to accept bids on this project at the August 11th-12th Highway Commission meeting and the county should obtain signed options or deeds for the right-of-way described prior to that date. Please advise this office as soon as the options or deeds have been executed.

Reference is also made to my letter of June 15th re partial closing of the road during construction. It would be appreciated if you would furnish an answer to that letter as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGEMANN

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 7, 1955

RECEIVED
JUL 7 - 1955

To:

Mr. John W. Cattrall
County and City Relations Engineer
OFFICE

SUBJECT: File No. 23771, 23768 & 23769
Hay Creek Canyon Section
Mikkalo County Road

Dear Mr. Cattrall:

Attached you will find three option forms in quintuplicate covering right of way to be acquired in connection with the Hay Creek Canyon Section of the Mikkalo County Road in Gilliam County, together with copies of statements of information.

Also attached are three prints of Map No. 7B-32-19 covering this area and bearing our date of July 7, 1955.

File No.	Name		Area
23768	Robert Reitman	Parcel 1	1.96 acres
		Parcel 2	1.62 acres
23769	James Murtha and Michael Murtha	Parcel 1	8.29 acres
		Parcel 2	1.66 acres
23771	Louis St. Onge		23.00 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: 3 option forms in quint.
& 3 prints of 7B-32-19

P. S. Please note that File 23770 is being handled through this office as it deals with public land and is being negotiated through the Land Office in Portland.

NOTED
V R [illegible]NES

June 15, 1955

NOTED
J. W. CATTRALL

Honorable James D. Burns
Gilliam County Judge
Condon, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Judge:

It is presently planned to accept bids on the Hay Creek Canyon section of FAS 440 in Gilliam County at the August Highway Commission meeting.

In order to keep the costs of this project at a minimum it is planned to specify that the section of road may be closed to through traffic during construction; however, the contractor would be required to provide that the road would be kept open for use by people residing within the limits of the project with the exception of six to eight-hour periods for blasting when it would be closed completely. No work would commence until the wheat haul for 1955 has been completed. Sept. 30th

It would be appreciated if you would advise by letter if the above provisions are satisfactory to the County. Your letter should also include the approximate date that the wheat haul is expected to be terminated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. [illegible]

NOTED
J. [illegible]ANN

MEMO TO J. W. NASH
5/9/55

HAY CREEK - POTTER SCHOOL SECTION
FAS ROUTE 440

This project extends from the east end of Hay Canyon approximately 4 miles west of Mikkalo, westerly through Hay Canyon to a point approximately 1 mile from the west end of FAS 440. The existing road is 12 feet in width with a light gravel wearing surface 8 feet in width.

The proposed project is to grade and drain to an improved grade and alignment. The graded roadbed width is to be 24 feet. Gilliam County with its own forces will place a crushed rock base and wearing surface on the completed roadbed.

This road serves as an outlet for the large wheat producing area west of Mikkalo. Wheat produced in this area will be hauled to the railroad shipping point at Mikkalo.

On the balance of this route the 2.2 miles from FA Route 6 to Mikkalo has an 18' oil mat wearing surface with 2' shoulders; the four-mile section from Mikkalo to the east end of the above proposed project is variable in width with a minimum 20' wide crushed rock wearing surface; and the approximately one-mile section on the west end of the route is 12' wide with an 8' light gravel wearing surface. This westerly one-mile section will be improved as funds become available.

GILLIAM COUNTY
3.93 miles.

FUNDS:

Federal	$48,600
County	16,200
State	16,200
Total...	$81,000

JFH:mm

NOTED
V. R. JONES

Salem, Oregon
May 3, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The field data for the Hay Creek-Potter School section of FAS 440 has been examined and found to be consistent with the project as proposed by Gilliam County and approved by the Highway Commission.

As per the last paragraph of the division letter of transmittal, it might be advisable to hold this project for letting at the August Commission meeting.

The 1954 A.D.T. for this section of road is approximately 15.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil

RECEIVED
MAY 9 1955
FOR FILING

FORM 830—50M—10-54—79485

S-130 (2)

4517

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

Mikkalo Co. Rd

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

We have received from the field and are turning over to the Design Department a project on the Dry Creek-Potter School Section of Federal Secondary Highway No. 440 in Gilliam County.

While it would seem to come within the standards allowed for the extremely low type roads, it is actually an engineering monstrosity and I merely wish to call it to your attention so that you will not be too badly shocked when the plans hit your desk.

The project is [illegible] miles long, is largely on grades in excess of 7% with a maximum of [illegible]%, has a 24-foot unsurfaced roadway, contains 52 curves, 12 of which are [illegible]° and many more of which are 28° and above.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

RECEIVED
MAY 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

December 23, 1954

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the B.P.R. has approved your requested extension of FAS 440. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

NOTED
V. R. [illegible]

NOTED
J. W. CATTRALL

November 3, 1954

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gilliam County Court
Court House
Condon, Oregon

Gentlemen:

On October 28th the Highway Commission approved the extension of FAS 440 as requested by the County. This proposed addition to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

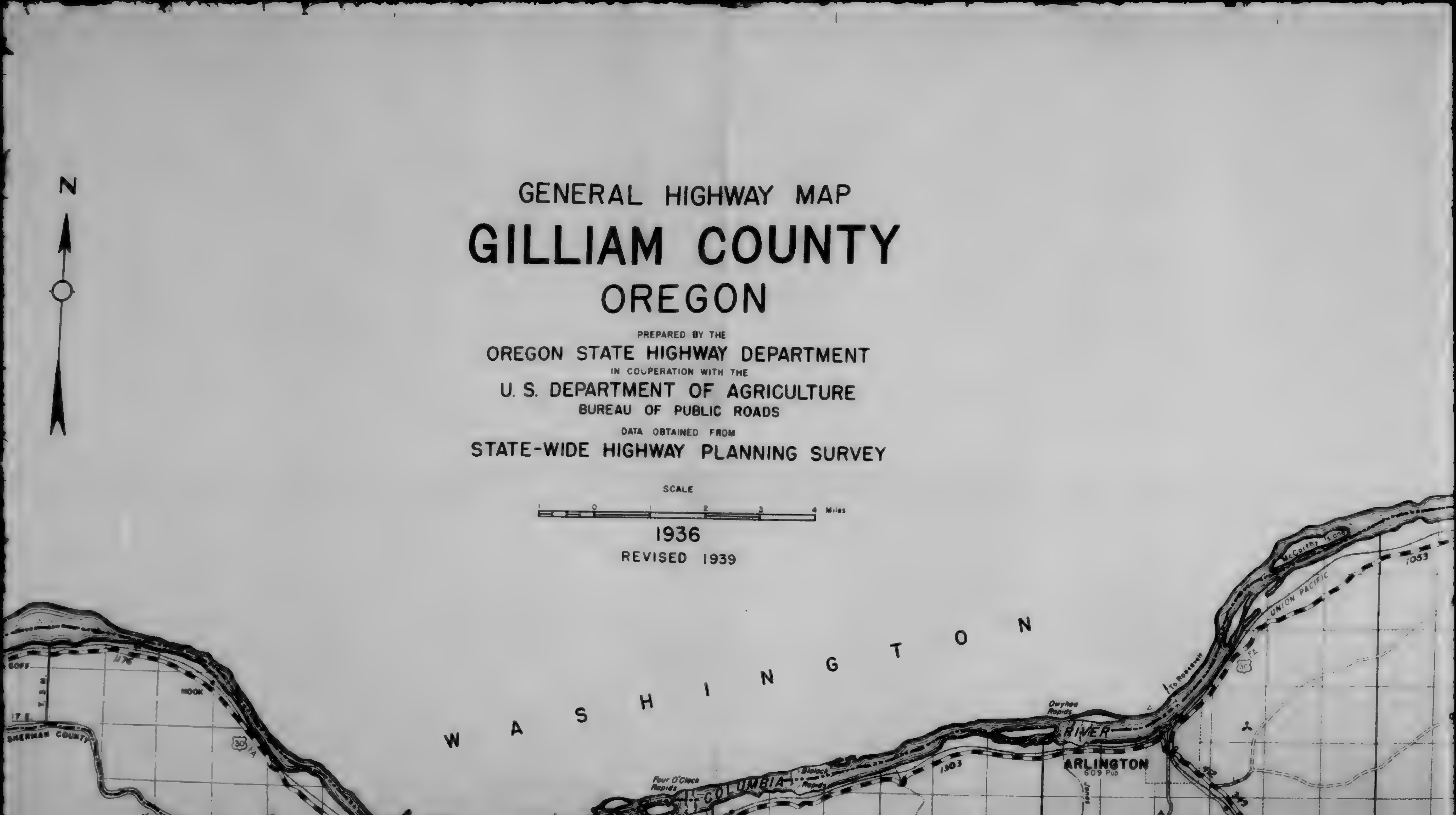
R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

See ST #90

JFH:mm



GENERAL HIGHWAY MAP

GILLIAM COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936

REVISED 1939

GENERAL HIGHWAY MAP

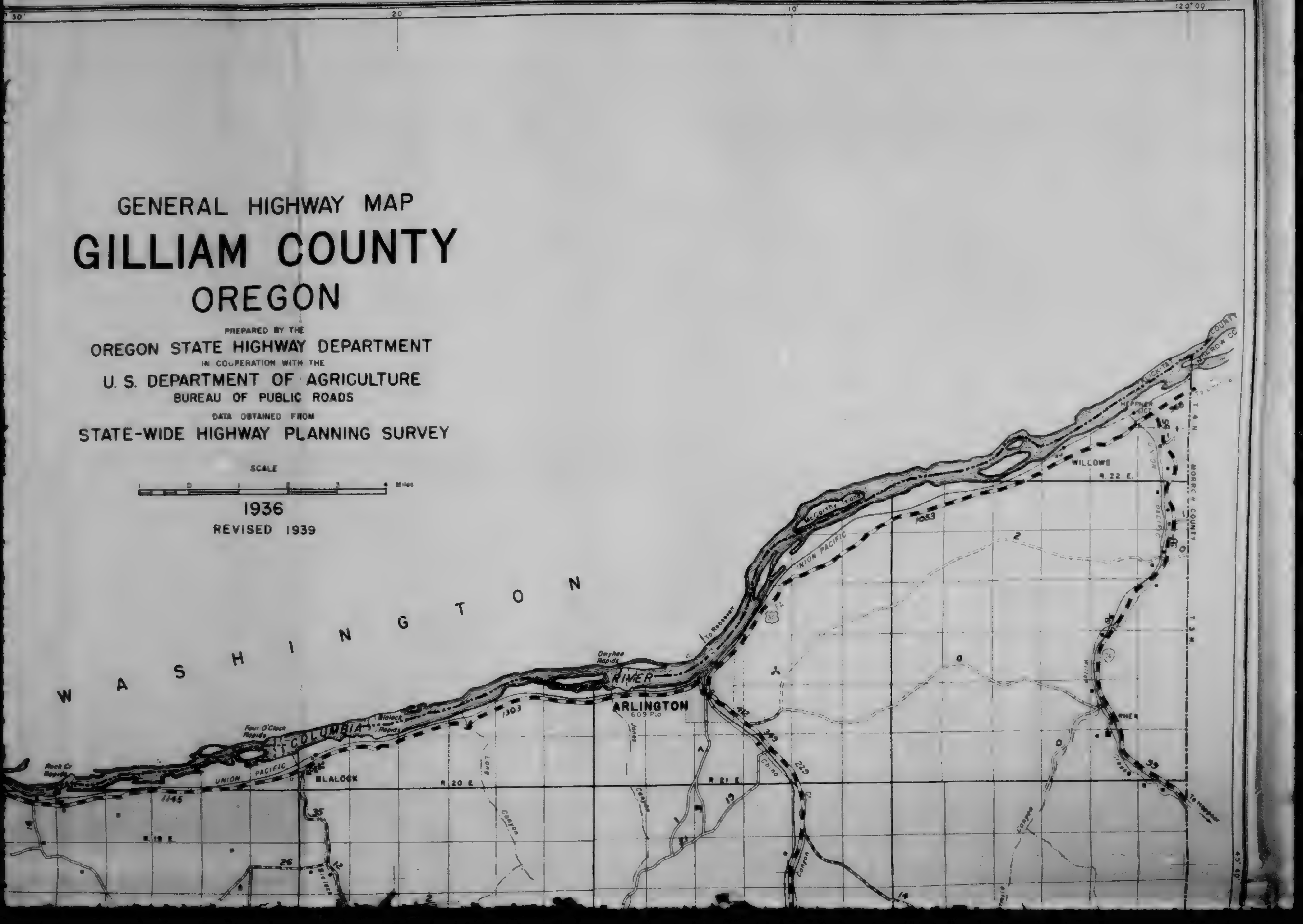
GILLIAM COUNTY

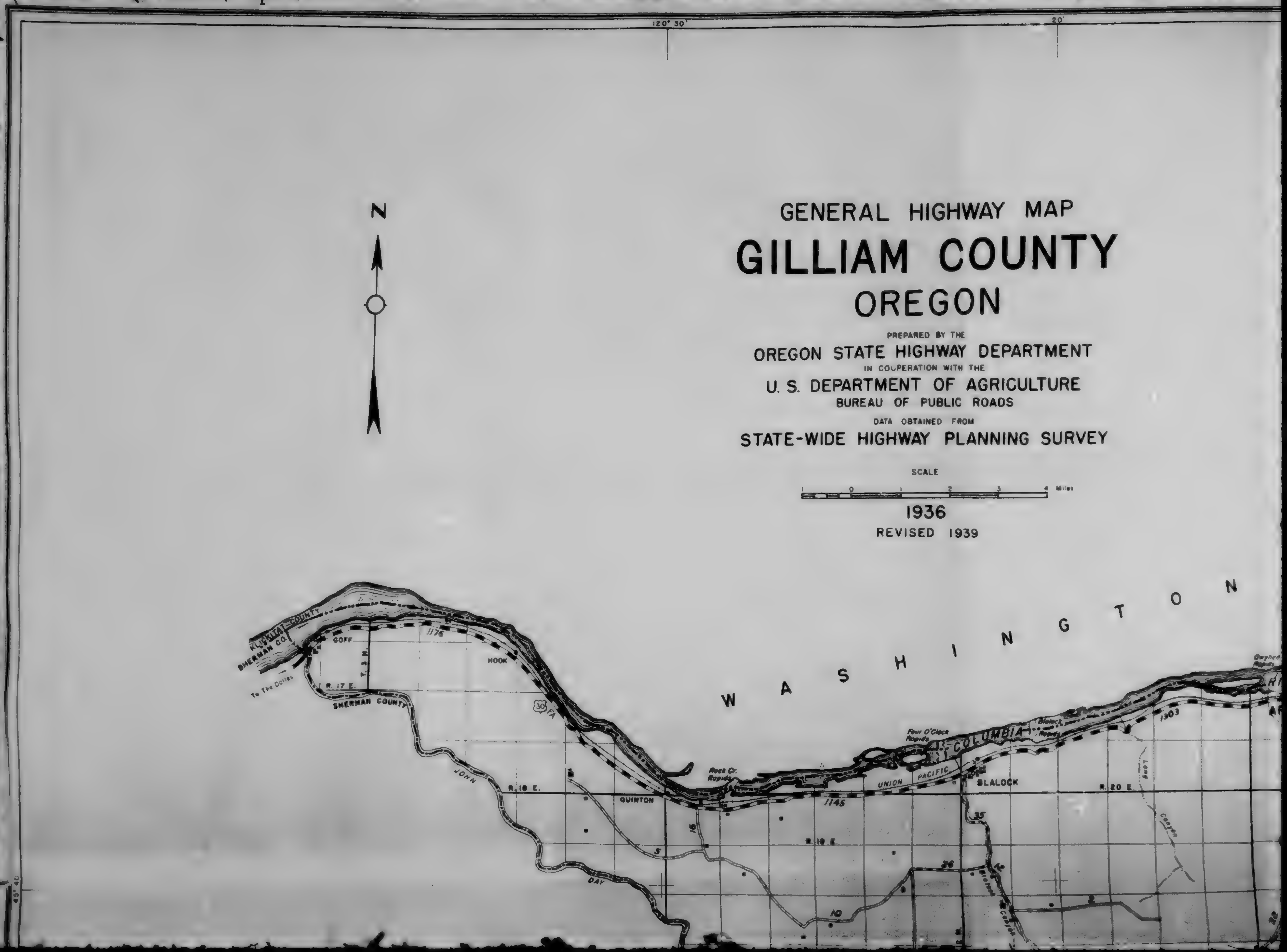
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936
REVISED 1939



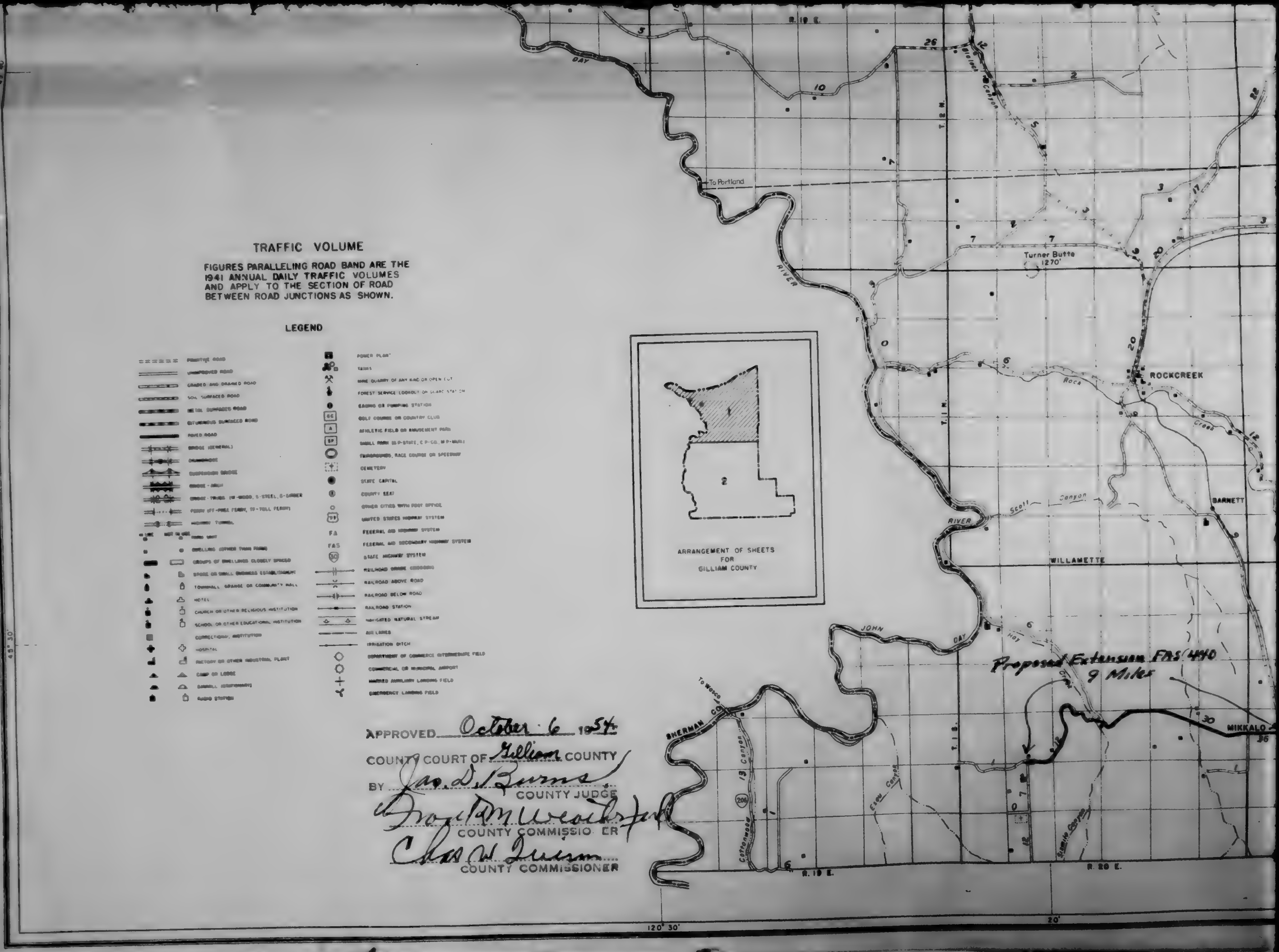


GENERAL HIGHWAY MAP
GILLIAM COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

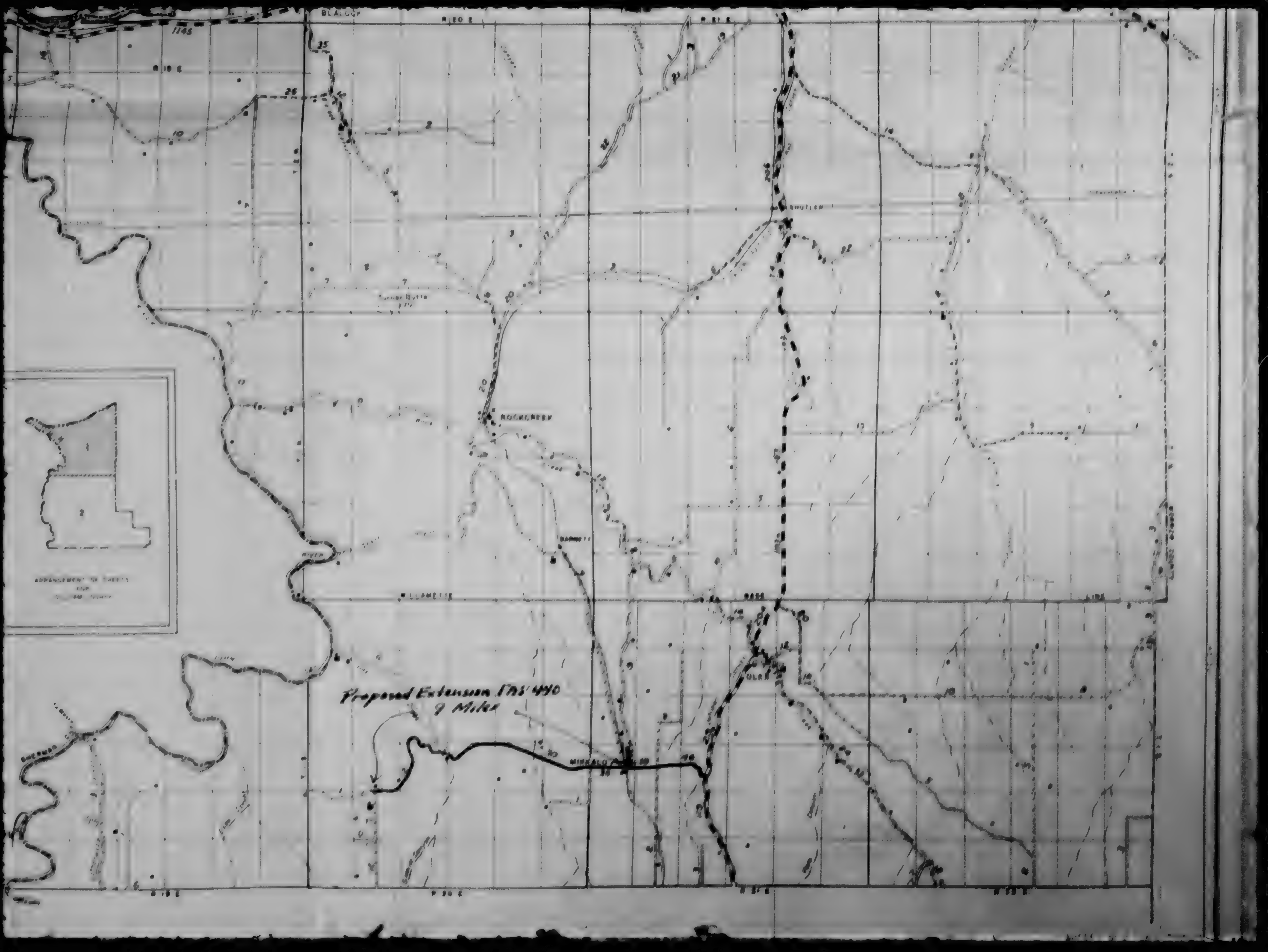
1936
REVISED 1939



45° 40'
45° 30'
120° 30'
20'
R. 19 E.
R. 20 E.
T. 2 N.
T. 1 N.
T. 1 S.
DAY
RIVER
JOHN
DAY
RIVER
To Portland
To Wasco
SHERMAN CO.
Turner Butte
1270'
ROCKCREEK
Rock
Creek
BARNETT
WILLAMETTE
Scott
Canyon
Hot
Cottonwood
13 Canyon
206
Esau Canyon
Sixmile Canyon
MIKKALO
Ballock Canyon
F
0
3
26
12
10
2
5
7
3
17
3
7
6
20
20
12
6
6
12
7
0
6
1
30
36
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE
1941 ANNUAL DAILY TRAFFIC VOLUMES
AND APPLY TO THE SECTION OF ROAD
BETWEEN ROAD JUNCTIONS AS SHOWN.
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
PAVED ROAD
BRIDGE (GENERAL)
DRAWBRIDGE
SUSPENSION BRIDGE
BRIDGE - ARCH
BRIDGE - TRUSS (W-WOOD, S-STEEL, C-COMBINED)
FERRY (FF-FREE FERRY, TF-TOLL FERRY)
HIGHWAY TUNNEL
IN USE
NOT IN USE
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TANKS
MINE, QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GC
GOLF COURSE OR COUNTRY CLUB
A
ATHLETIC FIELD OR AMUSEMENT PARK
SP
SMALL PARK (S.P.-STATE, C.P.-CO., M.P.-MUNI.)
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
97
UNITED STATES HIGHWAY SYSTEM
FA
FEDERAL AID HIGHWAY SYSTEM
FAS
FEDERAL AID SECONDARY HIGHWAY SYSTEM
30
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
NAVIGATED NATURAL STREAM
AIR LANES
IRRIGATION DITCH
DEPARTMENT OF COMMERCE INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
ARRANGEMENT OF SHEETS
FOR
GILLIAM COUNTY
1
2

Proposed Extension FAS 440
9 Miles

APPROVED October 6 1954
COUNTY COURT OF Gilliam COUNTY
BY Jas. D. Burns
COUNTY JUDGE
George M. Weatherford
COUNTY COMMISSIONER
Chas. W. Dunn
COUNTY COMMISSIONER



BLALOCK
R 20 E
R 21 E
SHUTLER
ROCKCREEK
WILLAMETTE
BASE
LINE
OLEX
MIKKALO
RIVER
Proposed Extension FAS 440
9 Miles

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 1, 1954

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Gilliam County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

GILLIAM COUNTY
PROPOSED PROJECT

FAS 440 - Hay Creek-Potter School Section, Approximately 4 Miles, $81,000. This section extends from a point approximately 4.2 miles west of Mikkalo, near Hay Creek, westerly through Hay Creek Canyon to a point near Potter School.

The proposed project is for grading only to a roadbed width of 24'. After completion of the FAS grading project the county will place a crushed rock surface. Also, the county will perform any bridge construction required on the bridge over Hay Creek. It is suggested that the County Road Foreman, Mr. Boyce, be contacted through Judge Burns and the project discussed prior to making the survey.

9/9/54

GILLIAM COUNTY
PROPOSED PROJECT

FAS 440 - Hay Creek-Potter School Section, Approximately 4 Miles, $81,000. This section extends from a point approximately 4.2 miles west of Mikkalo, near Hay Creek, westerly through Hay Creek Canyon to a point near Potter School.

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9/9/54

FORM E-129 90M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

La Grande, Oregon
October 22, 1954

NOTED
Harold

James Ogilvy, Clerk
Gilliam County
Condon, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Ogilvy:

I have your letter of October 19, regarding signs and survey.

Your letter has been forwarded to our Sign Dept., Mr. Widdows, for a reply as to the signs.

On the survey of the Mikkalo Road, I wish to advise that this has not - Fas 440 been approved by the Highway Commission as far as we know and we cannot start the survey until this has been done.

By copy of this letter I am asking Mr. Cattrall to advise as to the status of this project.

Very truly yours,

A. F. Parson
Division Engineer
Coc

AFP:fd
cc: W. O. Widdows
John W. Cattrall

NOTED
J. F. HAGEMANN

NOTED
J. F. HAGEMANN

RECEIVED
OCT 26 1954
ENGINEER
CO[illegible] [illegible]ATIONS

Gilliam County Clerk
Condon, Oregon

October 19, 1954

C
O
P
Y

Mr. A. F. Parsons
Division Engineer
La Grande, Oregon

Dear Mr. Parsons:

The County Court tried to contact you by phone last Wednesday, October 6, 1954, in regards to signs for the County Roads that are under the FAS road program. The Court talked with Mr. Bickmore, when they were unable to contact you, in regards to the road signs.

The Court is desirious of finding out what kind of Road Signs that are necessary to be put up on the roads that are under the FAS road program, and what kinds of signs will be necessary at different points on thses roads. It would be appreciated if someone from your office could travel these roads, and tell the Court, where and what kind of signs that should be installed on these roads. The court is also anxious to know where the signs can be purchased.

It would be appreciated if you could inform the Court as to when the road program for this year, which is a continuation of FAS #440, which is the Mikkalo road, could be surveyed. The Court is very anxious to have this road surveyed as soon as possible, so that the contract can be let for this work.

It is the desire of the court to have this contract let, so that work can be done on this road during the winter months.

It will be greatly appreciated if you will let us know about the road signs, and also, as to when we could expect the engineering on the program for the coming year, which was mentioned in this letter.

Very truly yours,

/s/ James Ogilvy

James Ogilvy, Clerk
Gilliam County

September 22, 1954

NOTED
V. R. JONES

Gilliam County Court
Court House
Condon, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of a map upon which the county road you have requested for addition to the FAS System is shown in color. Please indicate approval by signing in the space provided and return one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGEMANN

S-188(2) Muddy Creek Bridge 1955

#4518

Form A-150—10M—9-56

Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4519
S-188 (2)

Linn County
Albany, Oregon

Attn: County Court

Invoice No. **48921**

Date December 21, 1956

Your Req. No.

Billing Request No. cc-2[illegible]1

Credit distribution: 522-1059-297

Final billing [illegible] Creek Bridge, [illegible], covered by agreement dated August, 195[illegible].

Original Advance Deposit	5,950.00	
Less: Amt. previously transferred	4,950.00	
Balance Advance Deposit		1,000.00
County share of total costs as per attached	1,3[illegible].86	
Less: Amt. previously transferred	[illegible]	
Balance Due		3[illegible].86
To be retained		$ 601.14

For letter notifying Co. of final cost see [illegible] 216 (12-21-56)

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $..................

By..................

State Printing 88944

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

cc: Mr. Walter Larsen
County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

N
Harold G. Ayers

December 21, 1956

Linn County Court
Courthouse
Albany, Oregon

J. [illegible]

Gentlemen:

Final costs are now available for the Muddy Creek Bridge on FAS 595 and the two Oak Creek Bridges on FAS 216 and 569. The agreed county share of these costs and refunds due the county are shown on the two attached cost statements. As per previous requests, we are retaining the refunds to apply against future FAS projects. These retained refunds for Linn County total as follows:

Linn County Oiling, FAS 214, 575, 576, and 595	=	$2,919.65
Orleans - Tangent Jct., FAS 216	=	2,978.85
Muddy Creek Bridge, FAS 595	=	601.14
Oak Creek Bridges (2), FAS 216 & 569	=	531.07
Total		$7,030.71

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

cc: Mr. Walter Larsen
County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

19

COMPLETED 4/11/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Linn
Contract No: 4518
Date [illegible]

FAS [illegible]
Section Muddy Creek Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Remove old bridge	All	$2,340.00	[illegible]	$2,340.00
2. Structural excav.	C.Y.	5.[illegible]	[illegible]8.74	[illegible]
3. Furnish treated tbr. piling	L.F.	[illegible]	1,8[illegible]	2,[illegible]0
4. Drive timber piles	Each	[illegible]	[illegible]	1,[illegible].00
5. Treated lumber in place	M-FBM	240.00	3.5	840.00
6. Class "A" conc.	C.Y.	57.[illegible]	[illegible]	11,745.[illegible]
7. Metal reinf.	lb.	0.115	59,[illegible].23	6,859.45
SA#1 Cement adjustment	bbl.	5.20	- 2.75	- 14.30
	Subtotal			$25,620.4[illegible]
	Construction Engineering			2,153.[illegible]

TOTAL CONSTRUCTION ENGINEERING $27,773.72
FEDERAL FUNDS COLLECTED FOR PROJECT 17,076.[illegible]

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total cost and federal funds)
($27,773.72 - $17,076.[illegible]) ÷ 2 = $5,348.8[illegible]

County Advance Deposit $[illegible]
Less County Share Costs 5,348.[illegible]

REFUND DUE COUNTY $ [illegible]

RECEIVED
MAY 21 1956
FOR FILING

5-18-1-1

OREGON STATE HIGHWAY DEPARTMENT

(date) May 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4518	5-Final	Hannan Brothers Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9692	R-150564	$ 1,760.06	5/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Jan. 31, 1956

Time Extensions: to April 30, 1956

Completion Date: April 11, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 17 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 8 - 1956
FOR FILING

4518

May 7, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4518 for work performed on the Muddy Creek Bridge on Oakville County Road (FAS 595) in Linn County was completed by the contractor, Hannan Brothers Company, on April 11 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $1,760.06 will be released to the contractor on or after May 17, 1956. The total contract amount is $25,620.49 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

RECEIVED
FEB 8 1956
FOR FILING
5-188 (9)
4518

February 7, 1956

Hamman Brothers Co.
3525 N. E. Going St.
Portland 11, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from January 31 to April 30, 1956 within which to complete your contract No. 4518, for constructing Muddy Creek Bridge on the Oakville County Road (FAS 595) in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 11 1956
FOR FILING

S-188(2)

1518

January 10, 1956

Request for extension of time
No. 11
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Muddy Creek Bridge
Contract No. [illegible]

Hannah Brothers Company, contractor on the Muddy Creek Bridge on the Oakville County Road in Linn County, has requested an extension of time from January 31, 1956, to April 30, 1956, in which to complete the contract.

All work has been completed on this project with the exception of pouring the handrails and finishing the concrete surfaces. Recent high water has forced a complete suspension of all work on this project as the approach roads are not passable.

There is no inconvenience to the traveling public as Linn County cannot place the approach fills until the arrival of suitable weather.

It is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPRS-1045
State Ore.
County Linn
Project No. S-188(2)
11518

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 17th day of Nov., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of July, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.033 miles of bridge construction
(Character of work)

between FAS 216 approximately 4 miles south of Albany and a county road junction approximately 1 mile west of Oakville, (Control points)
consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.033 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eighteen thousand and 00/100 dollars ($18,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-nine thousand, eighty-nine and 50/100 dollars ($29,089.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

RECEIVED
NOV 22 1955
OREGON DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-108(2)

MUDDY CREEK BRIDGE

ON THE ALBANY-OAKVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1955

Type Code 021
Muddy Creek Bridge (Sta. 292+30 to Sta. 294+05) (Contract No. 4410)

All Required	Remove Old Bridge		$ 2,340.00
25 cu. yds.	Structural Excavation	$ 8.00	200.00
1,800 lin. ft.	Furnish Treated Timber Piling	1.15	2,070.00
40 only	Drive Timber Piles	40.00	1,600.00
215 cu. yds.	Class "A" Concrete	57.00	12,255.00
60,000 lbs.	Metal Reinforcement	0.115	6,900.00
4.5 M-FBM	Treated Lumber in Place	240.00	1,080.00
	Subtotal		$26,445.00
	10% Engr. & Cont.		2,644.50
	Total		$29,089.50

Length of Structure 0.033 mile

Federal Funds- -	$18,000.00
State Funds- -	5,544.75
County Funds -	5,544.75
	$29,089.50

State Funds for Const.: Chap. 175, laws 1917; Chap 31, laws 1920;
Chap 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary Funds have been deposited by Linn County with the Highway Department.

RECEIVED
SEP 7 1955
FOR FILING

5 [illegible] (3)
4518

September 6, 1955

Harman Brothers Company
3525 N. E. Going St.
Portland 11, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4505, for constructing two grade separation structures on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, awarded August 11, 1955.

Contract No. 4518, for constructing Muddy Creek Bridge on the Oakville County Road (FAS 595) in Linn County, awarded August 19, 1955.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encls.

Form A-150—10M—12-54

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 41070

Date September 1, 1955

Your Req. No.

Billing Request No. co-190

Credit distribution: 522-1059-297

Linn County
Albany, Oregon

Attn: County Court

Advance Deposit	5,950.00
Partial transfer county's share of total cost. Muddy Creek Bridge on FAS 595, covered by agreement dated August, 1955	4,950.00
To be retained	$1,000.00

RECEIVED
SEP - 6 1955

ACKNOWLEDGED

By ....

By

John W. Cattrall
Engineer, County and City Relations

NOTED

NOTED
Harold C. Ayers

August 24, 1955

NOTED
J. W. CATTRALL

Linn County Court
Court House
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On August 19, 1955, Contract No. 4518 was awarded to Hannon Brothers Company, Portland for construction of the Muddy Creek Bridge on FAS 595.

A copy of the contract and set of plans are being forwarded under separate cover.

Very truly yours,
R. H. Baldock
Chief Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
Harold C. Ayers

Salem, Oregon
August 19, 1955

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

On August 18 we received Linn County Warrant No. 9736 for [illegible]. This amount represents Linn County's participation in the estimated total cost of the Muddy Creek Bridge on FAS [illegible].

John W. Cattrell
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
J. F. HAGEMANN

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

August 17, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: John W. Cattrall, Engineer
County and City Relations

Dear John:

Enclosed you will find county warrant No. 9736 infavor of the Oregon State Highway Commission, which is the county's advance deposit of 20% on the Muddy Creek Bridge on FAS 595.

Thanking you for all past favors, we are

Sincerely yours,

Linn County Court - warrant no. 9736 for $5950.00 to Acctg Div advance fund 8-18-55
F Query

E. G. Arnold
County Judge

Floyd D. Jenks
County Commissioner

EGA:mh

RECEIVED
AUG 18 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 18 1955
STATE HIGHWAY COMMISSION

NOTED
R. JONES

August 12, 1955

Linn County Court
Court House
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On August 11th the Highway Commission received a satisfactory bid from Hannon Bros. of Portland for construction of the Muddy Creek Bridge on FAS 595. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$26,445.00
12-1/2% Engineering & Contingencies	3,305.63
Estimated Total Cost.....	$29,750.63
Advance Deposit of 20%...	$ 5,950.00

Please make this deposit by means of a check or warrant in the amount of $5,950 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
SEP 6 - 1955
FOR FILING

S-118 E1
4518

August 19, 1955

Hamman Bros. Co.
3525 N. E. Going Street
Portland 11, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 accepted your proposal for construction of the Muddy Creek Bridge on Oakville County Road in Linn County for the sum of $26,445 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4518.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
M. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

RECEIVED
AUG 22 1955
FOR FILING

[illegible]

45[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 19, 1955
9:45 a.m.

Hannan Bros. Co.
3525 N. E. Going Street
Portland 11, Oregon

Contract for Muddy Creek Bridge, Linn County, for which you submitted low bid on August 11, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files ✓

S. H. Probert

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

6

RECEIVED
AUG 22 1955
FOR FILING

[illegible]

4518

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. [illegible]

Salem, Oregon
August 19, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

On August 18 we received Linn County Warrant No. 9736 for $5,950. This amount represents Linn County's participation in the estimated total cost of the Muddy Creek Bridge on FAS 595.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm

cc: P. M. Stephenson
S. H. Probert

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1955
FOR FILING

S-128(2)

4518

Salem, Oregon
August 18, 1955

Maintenance 250
Finance 101

Mr. John W. Cattrall
Engineer, City & County Relations
Office

Dear Mr. Cattrall:

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Linn County covering the Muddy Creek Bridge section of FAS 595 in Linn County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Very truly yours

Secretary

FH
Attach: 5

RECEIVED
AUG 19 1955
FOR FILING

8 (2)
7218

August 18, 1955

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Linn County covering the Muddy Creek Bridge Section, FAS 595 in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
V. R. JONES

July 27, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Linn County Court
Court House
Albany, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Muddy Creek Bridge on FAS 595 upon which bids will be received on August 11th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $32,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than January 31, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 5th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:mm
Encl.

NOTED
R JONES

NOTED
J. W. CATTRALL

Salem, Oregon
June 14, 1955

Mr. P. M. Stephenson
Bridge Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Reference is made to the Muddy Creek Bridge county FAS project on FAS 595 in Linn County.

This project was originally set up for the structure only with the county to construct required road approaches. Subsequently Mr. Ricketts of the Bridge Division and Mr. Larsen, County Engineer, in discussing the project were considering including the road approaches in the FAS project.

On June 9th the Linn County Court advised that the county wishes this project to proceed as originally proposed, i.e. - for the structure only.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: J. D. Walker

Memo, J. W. Nash
6/7/55

NOTED
W R [illegible]ONES

NOTED
J. W. CATTRALL

NOTED
J. F. H[illegible]ANN

NOTED
Harold C. Ayers

Muddy Creek Bridge
FAS Route 595

This bridge is located approximately 0.4 mile west of Oakville. The existing structure is an untreated timber structure 304' in length with a horizontal clearance of 17'-4" which was constructed in 1930. This bridge is badly deteriorated and is no longer adequate for present traffic.

The proposed project is to construct a reinforced concrete bridge on treated piles ~~and road approaches as required~~. The new structure is to be 250' in length and have a horizontal clearance of 24'. Road approaches will be constructed ~~to a crushed rock or gravel wearing surface 26' in width.~~ by Linn Co. without federal cooperation

This road serves a flat, highly developed agricultural area raising diversified crops.

The northerly 2.73 miles of this route is under contract for oiling as Oregon Project S-188(1). The balance of the route has a light gravel wearing surface 20' to 26' in width with a 22' to 30' roadway. Linn County plans to improve this to an oil mat wearing surface within the next few years.

LINN COUNTY
Length: ~~0.2~~ Mile
~~0.1~~
0.05

Funds:		
	Federal	$24,000
	State	8,000
	County	8,000
	Total..	$40,000

[illegible]

JFH:mm

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

Linn County Court
Court House
Albany, Oregon

Fix this
Thru 595 [illegible]
Muddy

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with the Federal Aid Secondary funds the projects in Linn County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Tab: 8/31/54

LINN COUNTY
PROPOSED PROJECTS

FAS 214 - McDowell Creek Bridge, $20,000. This bridge is located approximately 0.4 mile east of the covered bridge over the S. Santiam River on the McDowell Creek County Road.

The proposed project is to construct a R.C.D.G. bridge with a 24' roadway. The FAS project will be for the structure only, including removal of the existing bridge. The county will either provide a detour bridge or close the road during bridge construction and construct road approaches as required.

FAS 214 - Waterloo-S. Santiam River Section, Approximately 3 Miles, $25,000. This section extends from the junction of the S. Santiam State Highway near Waterloo easterly and southerly along the McDowell Creek County Road as far as the county prepares the grade and base.

The proposed project is to construct an O-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course to be placed by county forces. The county will work on this section during the winter and spring and expects to complete approximately 3 miles. Mr. Walter Larson, County Engineer, will have survey data available for this project and it is suggested he be contacted in approximately March, 1955, to set the project limits.

FAS 575 - Knox Butte Section, 1.6 Miles, $12,000. This section extends from the end of the Jefferson Junction-Knox Butte project at the junction of the Clover Ridge County Road, southerly along the Hardscrabble Hill County Road to the junction with the Albany-Crabtree County Road.

The proposed project is to construct an O-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 576 - Albany Junction-Cox Creek Section, 6 Miles, $50,000. This section extends from a county road junction approximately 1.5 miles south of Albany, easterly to the west end of the Cox Creek-Lebanon Junction project at Cox Creek.

The proposed project is to construct an O-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 595 - Muddy Creek Bridge, $40,000. This bridge is located approximately 0.4 mile west of Oakville on the Albany-Oakville County Road.

The proposed project is to replace the existing 16-19' P.T. span bridge with a treated P.T. with concrete deck 24' in width. Possible this bridge could be shortened by two or three spans. The project will be for the structure only, including removal of the existing bridge. The county will

Hwy Comm Approved
10-28-54

close the road during construction and construct road approaches as required.

FAS 595 - Orleans Junction-Tangent Junction, Approximately 3 Miles, $25,000. This section begins at the junction of FAS 216, the Orleans-Lebanon Road, and will extend southerly as far as the county prepares the grade and base.

The proposed project is to construct an O-11 with binder 20' wide with 3' shoulders on the base and leveling course to be placed by county forces. The county will work on this section during the winter and spring and expects to complete approximately 3 miles. Mr. Larson, County Engineer, should be contacted after the first of 1955 to obtain survey data and to set the project limits.

Hwy Comm Approved
10-28-54

8/31/54

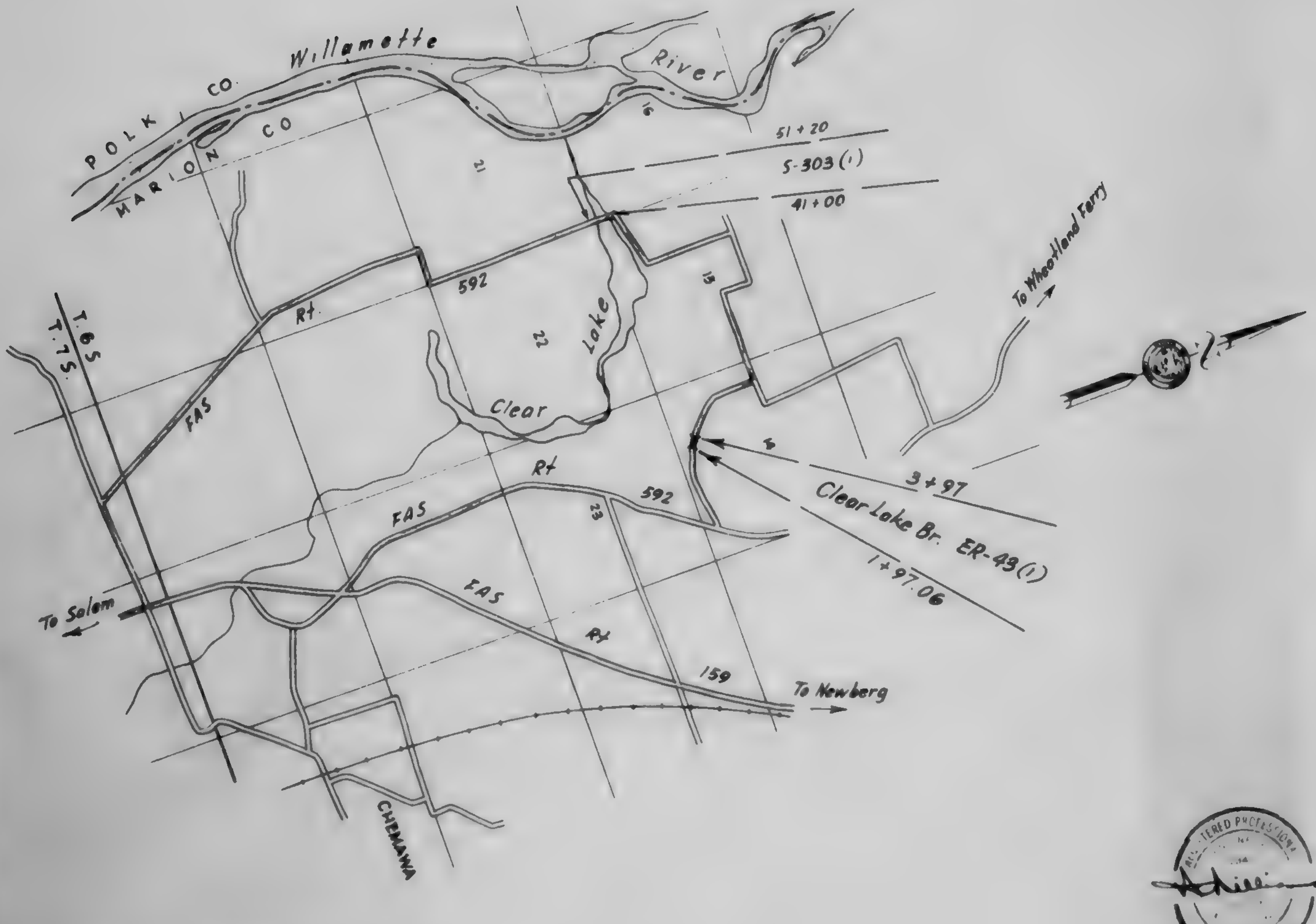
S-303(1) Clear Lake Bridge Section 1955

#4519

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

CLEAR LAKE Slough BRIDGE SECTION
CLEAR LAKE COUNTY ROAD
MARION COUNTY

AUG., 1956



Sketch Map

Scale 0 ½ 1 Miles

SEE General Files
FOR Clear Lake (Slough) Bridge
ER-43(1), FAS 592
8/17/56 Finance Agree
8/17/56 Maintenance Agree
Aug 56 Encroachment Resolution

157
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY COMMISS

BEN. R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissio
M. K. McIVER	Commissio

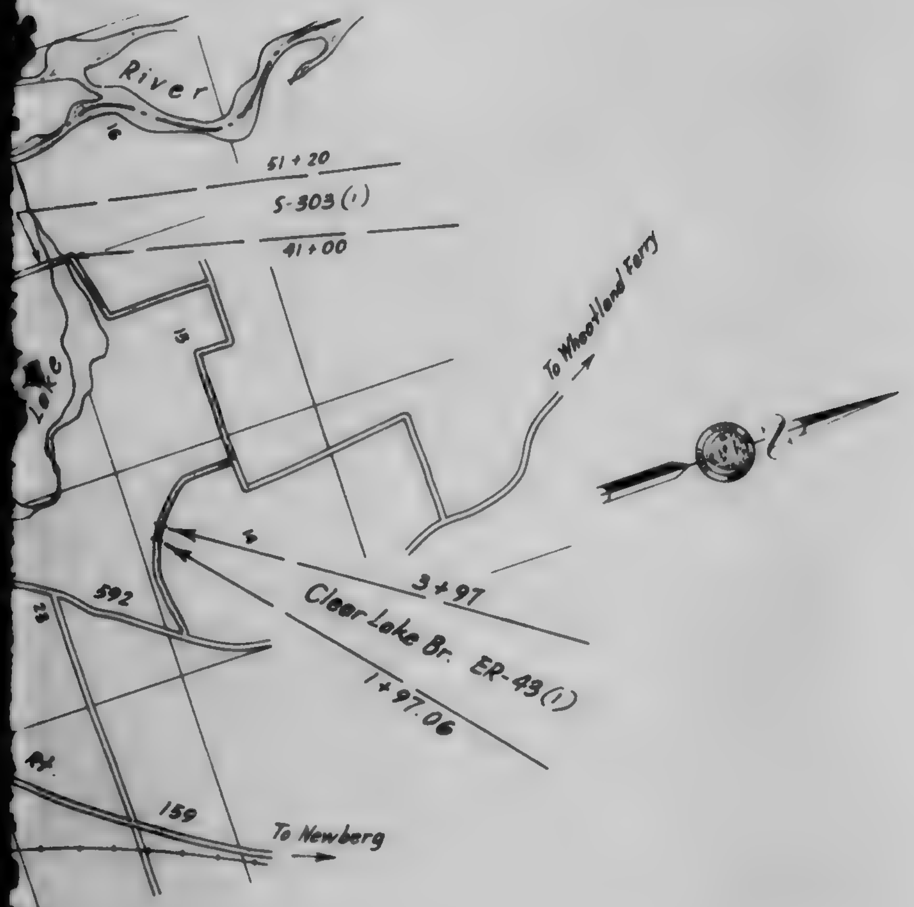
CLEAR LAKE BRIDGE SECTION CLEAR LAKE COUNTY ROAD MARION COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	ER-43(1)		See Index

OREGON
Y DEPARTMENT
OSED PROJECT

gh

RIDGE SECTION
OUNTY ROAD
COUNTY

1956



ch Map

Miles

EXHIBIT "A"

157
OREGON
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

BEN R. CHANDLER Chairman
CHAS. H. REYNOLDS Commissioner
M. K. McIVER Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DISTRICT ENGINEER DATE

Form A-1[illegible]

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 51936

Date August 12, 1957

Your Req. No.

Billing Request No. CC 351

Credit distribution: none

Marion County
Salem, Oregon

Attn: County Court

NOTED
John F. Hagemann

Final Billing Clear Lake Wide Section, FAS 592, covered by agreement dated 8/11/55.

Original Advance Deposit	12,700.00	
Amount previously transferred	10,200.00	
Balance Advance Deposit		2,500.00
Amount previously transferred	10,200.00	
County share of Total Costs as per attached statements	9,946.38	
Excess previously transferred	253.62	
Excess to be refunded from deposit made on FAS 739		253.62
To be refunded		$2,753.62

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Completed [illegible] Request [illegible] ....

By ....

NOTED
C. G. [illegible]

State Printing 98055

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

August 12, 1957

NOTED
Harold C. Ayers

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Clear Lake Bridge section of FAS 592. As shown in the attached cost statement, the agreed county share of these costs is $9,946.38 and a refund of $2,753.62 is due the county from the state. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 6, 13, 50

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Marion

Contract No. [illegible]

Date 5, [illegible], 51

FAS

Section Clear Lake Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Total payments to contractor as shown in attached itemized statement				$47,994.51
Construction Engineering.				3,322.24
TOTAL CONSTRUCTION COSTS				$51,316.75
FEDERAL FUNDS COLLECTED FOR PROJECT. . . .				$31,684.00

AGREED COUNTY SHARE TOTAL COST
(50% of difference between total cost and federal funds)

($51,316.75 - $31,684) x 1/2 = $ 9,816.38

County Advance Deposit	$12,570.00
Less Agreed County Share	9,816.38
REFUND DUE COUNTY	$ 2,753.62

JFB:mm

Item	Unit	Unit Prices	Total Quan.	Total Amount
1. Remove old bridge	All	4800.00	all	4,800.00
2. Furnish treated tbr. piling	l.f.	1.22	1,410	1,720.20
3. Drive timber piling	each	40.00	47	1,880.00
4. Class "A" concrete	c.y.	58.00	225.94	13,104.52
5. Metal reinforcement	lb.	.119	69,375	8,255.63
6. Treated lumber in place	M-FBM	320.00	4.5	1,440.00
7. 8" metal drain pipe	l.f.	3.50	50	175.00
8. Clearing and grubbing	all	500.00	all	500.00
9. General excavation	c.y.	1.00	276.7	276.70
10. Special borrow excav., unclass.	c.y.	.675	22,720	15,336.00
11. Sprinkling	M-gal	3.00	-	-
SA#1 Transport piling from Hwy shops	all	90.90	all	90.90
SA#2 Cement adj. (fvr. of contractor)	bbl.	3.89	4	15.56
			Total	47,594.51

Clear Lake Bridge
9/18/56
FAS 592, Marion County

From South

From East

is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 27 1956

Ruth Rawlings

gl

A

S-303 (1)
#4519

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4519	8-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15242	R-156135	$ 4,955.76	7/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: June 13, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 27 1956

Ruth Rawlings

NOTED ON CARD

NOTED
Harold C. Ayers

July 18, 1956

NOTED
J. W. CATTRALL

Marion County Court
Courthouse
Salem, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that Contract No. 4519, the Clear Lake Bridge Section on FAS 592 in Marion County, was completed on June 13, 1956.

Under the terms of the agreement signed by the Court on August 5, 1955, and by the Highway Commission on August 11, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

a

RECEIVED
JUL 18 1956
FOR FILING

2-303 (1)

4519

July 17, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4519 for constructing the Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County was completed by the contractor, Tom Lillebo, on June 13, 1956 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $4,955.76 will be released to the contractor on or after July 27, 1956. The total contract amount is $47,594.51 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPRS-1047

State [illegible]
County Marion
Project No. S-303(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 17th day of Nov., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 19th day of July, 19 55, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 0.193 miles of grading, drainage and bridge construction (Character of work) between FAS 159 at Keizer and FAS 159 approximately 1 mile north of Keizer, (Control points), consisting of 0.155 miles of roadway and one (Number) bridge~~s~~ totaling 0.038 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-eight thousand, four hundred and 00/100 dollars ($38,400.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty-two thousand, fifty-four and 30/100 dollars ($62,054.30).

Comm—DC—32551

39.

[illegible] necessary funds have been deposited by Marion County with the Highway Dept.

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By Chas H Reynolds

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—33205

RECEIVED NOV 22 1955 OREGON DIV.

NOV 16 1955 DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-303(1)

CLEAR LAKE BRIDGE SECTION OF THE
CLEAR LAKE ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 22, 1955

Type Code X021
Clear Lake Bridge (Sta. 45+70 to 47+70)(Contract No. 4519)

All Required	Remove Old Bridge	$	$ 4,800.00
1,350 lin. ft.	Furnish Treated Timber Piling	1.22	1,647.00
45 only	Drive Timber Piles	40.00	1,800.00
250 cu. yds.	Class "A" Concrete	58.00	14,500.00
72,000 lbs.	Metal Reinforcement	0.119	8,568.00
5.5 M-FBM	Treated Lumber in Place	320.00	1,760.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
	Subtotal		$33,285.00
	10% Engr. & Cont.		3,328.50
	Total		$36,613.50

Type Code 0010
Roadway (Sta. 41+00 to Sta. 51+20)(Contract No. 4519)

All Required	Clearing and Grubbing	$	$ 500.00
410 cu. yds.	General Excavation, Unclassified	1.00	410.00
32,800 cu. yds.	Special Borrow Excavation, Unclassified	0.675	22,140.00
26 M-gal.	Sprinkling	3.00	78.00
	Subtotal		$23,128.00
	10% Engr. & Cont.		2,312.80
	Total		$25,440.80

Length of Roadway	0.155 Mile
Length of Structure	0.038 Mile
Total Length	0.193 Mile
Cost of Roadway Per Mile	$164,134.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$36,613.50	$22,657.00	$ 6,978.25	$ 6,978.25
Roadway	25,440.80	15,743.00	4,848.90	4,848.90
	$62,054.30	$38,400.00	$11,827.15	$11,827.15

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Marion County with the Highway Dept.

RECEIVED
SEP 16 1955
FOR FILING

S 703 (1)
4519

September 15, 1955

Mr. Tom Lillebo
Reedsport,
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4519 which was awarded to you August 22, 1955, by the State Highway Commission, covering construction of Clear Lake Bridge on Clear Lake County Road No. 604 in Marion County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Form A-150—10M—12-54

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
Salem, Oregon

Invoice No. 41069
Date September 1, 1955
Your Req. No.
Billing Request No. cc-191
Credit distribution: 524-1001-897

Marion County
Salem, Oregon

Attn: County Court

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Advance Deposit	12,700.00
Partial transfer county's share of total cost. Clear Lake Bridge section of FAS 592, covered by agreement dated August, 1955	10,200.00
To be retained	$ 2,500.00

RECEIVED
SEP - 6 1955

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received
By

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bidders, but, on the contrary, contain the original Page 5 which specifies no separate payment for "Clearing and Grubbing". The proper page must be inserted in the contract before the same can be approved. I might point out that the "Schedule of Contract Prices" contained in the contract does show a pay item of "Clearing and Grubbing".

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RLM:jv

RECEIVED
SEP 2 - 1955
FOR FILING

Files

S-303 (1)
4519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1955

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
OFFICE

Dear Mr. Glaisyer:

You have, this date, referred to this office for approval as to legality and form Contract No. 4519 covering the Clear Lake Bridge in Marion County.

Our file reveals that the Special Provisions as originally prepared provided that no separate payment would be made for "Clearing and Grubbing". By letter dated August 1, 1955, however, all prospective bidders were advised that Page 5 of the Special Provisions for the project would be revised to provide for a separate pay item under "Clearing and Grubbing".

The contracts submitted to this office for approval do not contain the revised Page 5 in accordance with the notice to prospective bidders, but, on the contrary, contain the original Page 5 which specifies no separate payment for "Clearing and Grubbing". The proper page must be inserted in the contract before the same can be approved. I might point out that the "Schedule of Contract Prices" contained in the contract does show a pay item of "Clearing and Grubbing".

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:jv

NOTED
[illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

August 24, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of Marion County Warrant No. 26,279 in the amount of $12,700 as the county's advance share in the total estimated cost of construction on the Clear Lake Bridge Section of FAS 592, and also your letter stating that all right-of-way for the project has been secured.

Thank you for your cooperation in this matter.

Yours very truly,

R. H. Baldock
Chief Engineer

By

John W. Cattrall
Engineer, County and City Relations

RECEIVED
SEP 6 - 1955
FOR FILING

300(1)
4519

August 22, 1955

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on August 12, 1955 accepted your proposal for the Clear Lake Bridge Section on Clear Lake County Road No. 604 in Marion County for the sum of $56,413.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4519.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. C. Savage (SIAC)
Mr. H. C. Smith
Mr. S. H. Probert
Mr. B. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$

S

E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Tom Lillebo
Reedsport

Salem, Oregon
August 22, 1955
9:45 a.m.

Contract for Clear Lake Bridge Section, Marion County, for which you submitted low bid on August 12, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
✓ Files
C. W. Head

---

on file with the engineering department.

Yours very truly,

Roy Hartley
County Judge

Warrant No 23279 for $13,700.00
to county [illegible] 8-22-55
F. [illegible]

RH:jd
Enc.

RECEIVED
AUG 22 1955

RECEIVED
AUG 22 1955
OREGON
STATE HIGHWAY COMMISSION

MARION COUNTY COURT
COURTHOUSE
SALEM, OREGON

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER E. L. ROGERS

PHONE 4-4401

BUILT IN 1873

August 19, 1955

Mr. John Cattrall
Engineer, City-County Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Attached herewith is a warrant in the amount of $12,700.00, which is Marion County's advance deposit of 20% of the total cost for the construction of the Clear Lake Bridge section of FAS 592.

The Marion County Court has secured all right-of-way options on the Clear Lake Bridge section, and they are on file with the engineering department.

Yours very truly,

Rex Hartley
County Judge

Warrant No 26279 for $12,700.00
to [illegible] 8-22-55
F Query

RH:jd
Enc.

RECEIVED
AUG 22 1955
[illegible]
COUNTY & [illegible] RELATIONS

RECEIVED
AUG 22 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 19 1955
FOR FILING

5-3-3 (1)
4519

August 18, 1955

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Marion County covering the Clear Lake Bridge section of FAS 592 in Marion County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 19 1955
FOR FILING

S-303 (1)
4519

file

Salem, Oregon
August 18, 1955

7

Maintenance 251
Finance 102

Mr. John W. Cattrall
Engineer, City & County Relations
Office

Dear Mr. Cattrall:

Attached for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Marion County covering the Clear Lake Bridge section of FAS 592 in Marion County.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Marion County.

Very truly yours

Secretary

rn
Enc. 5

FORM E-90 25M 9-51 53215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1955

SUBJECT:

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Clear Lake Bridge section of FAS 592 in Marion County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

2 copies of [illegible] maint.)
also - 2 copies of finance agreement

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute page 29
Secretary

(A)

NOTED
Harold C. Avery

August 12, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On August 12th the Highway Commission received a satisfactory bid from Tom Lillebo of Reedsport for construction of the Clear Lake Bridge section of FAS 592. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$56,413.00
12-1/2% Engineering & Contingencies	7,051.63
Estimated Total Cost.....	$63,464.63
Advance Deposit of 20%...	$12,700.00

Please make this deposit by means of a check or warrant in the amount of $12,700 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. John A. Anderson, County Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 27, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Clear Lake Bridge Section of FAS 592 upon which bids will be received on August 12th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $66,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 5th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

July 21, 1955

Marion County Court
Court House
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Attached are four copies each of option forms covering the right-of-way required in connection with the Clear Lake Bridge section of FAS 592. Also attached are two prints of the right-of-way map.

Please either return one signed copy of each option to this office or advise us when all right-of-way has been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 20, 1955

SUBJECT: Option Forms
Clear Lake County Road
Marion County

To: Mr. John W. Cattrall
County & City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find four option forms in quadruplicate covering right of way to be acquired in connection with the Clear Lake County Road in Marion County. There were no copies of statements of information us, and since there were no addresses or other information of value to you, we did not have copies made.

Also attached are two prints of Map No. 7B-33-18 covering this area and bearing our date of July 13, 1955.

File No.	Name	Area
23807	James E. Whelan Jr. & J. E. Whelan Sr.	0.65 acre
23808	Herbert C. and Loys K. Robertson	0.06 acre
23809	Capitol Farms Inc.	0.60 acre
23810	Louis Bergman	0.06 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By
Earl F. Saling
Right of Way Office Manager

ML:LS
Attach: 4 options in quad. &
2 prints

RECEIVED
JUL 20 1955

RECEIVED
JUN 21 1955
FOR FILING

S-303,11
4519

Salem, Oregon
June 16, 1955

Mr. P. M. Stephenson
Bridge Engineer

Reference is made to the Clear Lake Bridge Section of FAS 532 in Marion County approved on October 28, 1954, as a 1957 county FAS project. Because of an unprogrammed balance in total 1956 county FAS funds this project can be moved up and let in August if plans and specifications can be prepared in time.

W. C. Williams
Deputy State Highway Engineer

cc: H. G. Smith, Const. Eng.
S. H. Probert, Office Eng.
J. D. Walker, Div. Eng.
J. W. Cattrall

JPH:mm

NOTED
J. W. CATTRALL

Memo to J. W. Nash
6/7/55

NOTED
Harold C. Ayers

Clear Lake Bridge Section
FAS Route 592

This section is located at Clear Lake approximately 5.5 miles north of Salem.

The proposed project is to construct a reinforced concrete bridge on treated piles and place approach fills generally on the same location as the existing bridge. The structure is to be 200' in length with a horizontal clearance of 24'. Marion County, without Federal cooperation, will place base material as required and a type O-11 oil mat wearing surface 20' in width with 4' shoulders on the completed road approach fills.

The existing bridge is an untreated timber structure which has deteriorated beyond the point of safety.

This road serves a highly developed section of the Willamette Valley composed of small to medium-sized farms raising diversified crops.

The balance of the route has a bituminous wearing surface 16' to 20' in width with a 26' to 30' roadway. As this road is satisfactorily serving present traffic, no further improvements are contemplated in the immediate future.

MARION COUNTY
Length: 0.2 Mile

Funds:		
	Federal	$39,000
	State	13,000
	County	13,000
	Total..	$65,000

NOTED
J. F. HAGEMANN

JFH:mm

Approved by Highway Commission October 28, 1954

FAS 592 - Clear Lake Bridge Section, $65,000. This bridge is located approximately 3 miles west of Hopmere on the Clear Lake County Road. The existing bridge is Bridge Inventory No. 5422.

The proposed project is to construct a 24' roadway bridge on the same location as the existing bridge. The new structure should be considerably shorter than the existing bridge. The FAS project will be for the structure, including removal of the existing bridge, and for construction of road approach fills. The county will close the road during bridge construction and construct the base and wearing surface on the road approaches.

NOTED
J. F. HAGEMANN

BF-221(4) Bradley Park-Wauna Sec., 1955
Columbia River Hwy.
#4520

Contract No. 4520
Bradley Park-Wauna

FINAL COST ANALYSIS
Grading, Surfacing and Paving
Rogers Construction Company, Contractor
E. J. Hall, Resident Engineer

May 7, 1958

Prefix 4-1071-201(41)
Columbia River Highway

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	$105,000	$48,208.50	$ 48,208.50	$105,000.00
2. Removal of Viaduct	100%	All	5,000	1,758.10	1,758.10	5,000.00
3. Drainage Exc., Unclass.	659.43	Cu. Yds.	4.00	1.87	1,230.28	2,637.72
4. General Exc., Unclass.	862,125.2	Cu. Yds.	.50	.55	475,272.31	431,052.60
5. Short Overhaul	1,726,561.9	Yd. Sta.	.005	.0064	11,008.97	8,632.81
6. Long Overhaul	47,629.14	C-yd. Sta.	.30	.26	12,291.79	14,288.74
7. Finish R/B & Slopes	2.03	Miles	400.00	374.67	760.59	812.00
8. Rounding Cutbanks	6,800	Lin. Ft.	.20	.192	1,303.87	1,360.00
9. 18" Concrete Pipe	882	Lin. Ft.	3.25	3.03	2,673.50	2,866.50
10. 18" Conc. Pipe, Ext. Str.	459	Lin. Ft.	3.60	3.45	1,581.75	1,630.00
11. 18" Asbestos-bonded CMP	120	Lin. Ft.	4.25	4.36	523.26	510.00
12. 24" Asbestos-bonded CMP	110	Lin. Ft.	6.50	6.55	720.31	715.00
14. 6" Perf. Metal Drain Pipe, Uncoated	1,286	Lin. Ft.	1.25	1.28	1,648.54	1,607.50
15. Special Backfill in Drains	61.5	Cu. Yds.	5.00	4.89	300.79	307.50
17. Metal Guard Rail	7,200	Lin. Ft.	2.00	2.03	14,592.24	14,400.00
19. Metal Sight Posts	45	Each	2.80	2.37	106.55	126.00
20. 2½"or 2" Rock in Base	30,700	Cu. Yds.	1.50	1.27	38,895.32	46,050.00
22. 3/4"-0 Rock in Base	8,214	Cu. Yds.	1.50	1.27	10,405.56	12,321.00
23. Sprinkling	900	M-gal.	1.50	1.53	1,380.71	1,350.00
24. Preparation of Base	2.03	Miles	200.00	200.00	406.00	406.00
25. 3/4"-0 Mat'l in Binder Crse.	442	Cu. Yds.	2.75	2.38	1,051.02	1,160.50
26. RC-3 Asph. in Binder Course	66.3	Tons	40.00	40.00	2,652.00	2,652.00
27. Class "B" Asph. Conc.	11,231.17	Tons	6.00	5.96	66,935.15	67,386.93
28. RS-1 Asph. in Tack Coat	8.21	Tons	50.00	50.00	410.50	410.50

Contract No. 4520

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
31. Agg. in Shldr. & Detour Oiling	370	Cu. Yds.	$ 3.00	$ 3.15	$ 1,166.65	$ 1,110.00
32. 150-200 Asph. in Shoulder and Detour Oiling	37.5	Tons	45.00	45.00	1,696.50	1,696.50
36. Asphaltic Concrete Dikes	3,190	Lin. Ft.	1.25	1.25	3,987.50	3,987.50
37. ½"-¼" Cr. Rock in Stockpile	2,826.3	Cu. Yds.	1.50	1.27	3,580.38	4,239.45
38. ¼"-#10 Cr. Rock in Stockpile	1,768.3	Cu. Yds.	1.50	1.27	2,240.10	2,652.45
39. ¼"-0 Crushed Rock in Stockpile	2,141.5	Cu. Yds.	1.50	1.38	2,966.24	3,212.25
40. Hauling Cr. Rock, Pile Measure	15,956.1	Yd. Miles	.10	.098	1,570.35	1,595.00
Furn. & Install 24" Std. Str. Concrete Pipe, PA #1	21	Lin. Ft.	6.00	5.19	108.99	126.00
PA #9 6" Metal Drain Pipe, Uncoated	2,500	Lin. Ft.	.82	.82	2,050.00	2,050.00
" 6" Bands	35	Each	1.01	1.01	35.35	35.35
" 36" Asbestos-bonded CMP	280	Lin. Ft.	10.67	10.67	2,987.60	2,987.60
" 36" Bands	10	Each	10.67	10.67	106.70	106.70
" 3/4"-0 Cr. Rock in Stockpile	2,341.5	Cu. Yds.	1.25	.79	1,860.06	2,926.88
Force Account					26,247.59	30,679.02
					$746,721.62	$780,085.41

Gross Revenue	$780,085.41
Total Cost	746,721.62
Net Profit	$ 33,363.79

Net Profit Equals 4.28 Per Cent of Gross Revenue

DETAIL OF COST

LABOR:

Labor	$191,901.24	
Payroll Taxes	8,200.74	
Insurance	4,065.51	
Helath and Welfare	5,871.58	
		$

EQUIPMENT RENTAL & MISC.:

Equipment Rental	$261,593.71
Gas, Oil and Grease	44,105.93
Freight and Express	882.65
Move In	10,600.78
Insurance and Bond	7,973.43
Powder and Caps	35,515.52
Home Office and Overhead	19,679.23
Misc. Supplies and Small Tools	8,320.77

MATERIALS:

18" Concrete Pipe	882	Lin. Ft.	$ 2.07	$ 1,825.74
18" Conc. Pipe, Extra Str.	453	" "	2.52	1,141.56
18" Asbestos-bonded CMP	120	" "	3.24	388.50
18" Bands	5	Each	3.24	16.20
24" Asbestos-bonded CMP	110	Lin. Ft.	5.07	557.70
24" Bands	5	Each	5.07	25.35
6"Perf. Metal Drain Pipe, Unctd	3,786	Lin. Ft.	.82	3,104.52
6" Bands	100	Each	1.01	101.00
Metal Guard Rail & Posts	7,200	Lin.	1.37	9,864.00
Metal Sight Posts	45	Each	1.28	57.60
36" Asbestos-bonded CMP	280	Lin. Ft.	10.67	2,987.60
36" Bands	10	Each	10.67	106.70

WORK DONE BY:

Murray Bros.	Clearing	$55,431.72
Babler Bros.	Items 24, 25, 26, 27, 28, 31, 32, and 36	72,402.38

$746,721.62

REMARKS:

This was a "Regular Federal Aid Project" calling for construction of 2.62 miles of highway roadbed involving approximately 862,000 cubic yards of general excavation, 50900 cubic yards of crushed base and shoulder, 10,000 tons of asphaltic concrete pavement and 5,000 cubic yards of crushed rock in stockpile.

The west end of the project is at Station 96+38.14, which station is opposite Bradley Park and approximately 21 miles east of the east city limits of Astoria. The east end of the project is at Station 235+00, which station is approximately 0.21 mile east of the junction of the Columbia River Highway with the Wauna Road. The overall length of the project is 2.62 miles.

The contract was bid August 11, 1955 and awarded August 23, 1955. Work started on September 7, 1955 and the project was completed December 13, 1957.

Clearing work started September 7, 1955 by Murray Bros. of Bend, Oregon and progressed very well. Grading equipment began to arrive on the project October 20, 1955 and actual grading started December 14, 1955. Heavy rains kept material in a saturated state. The waste materialsat Station 111+00 to 112+50 were very wet and was dozed under the viaduct at Station 112. Flagmen were necessary most of the time. The construction was extremely heavy, involving a very difficult problem in handling of traffic and was further delayed by extreme weather conditions through the 1956 season.

Equipment used on project: 2½-yd. shovel, 1½-yd. shovel, four D-8's with dozer, D-8 with carryall, grader, two S12 Euclids with scrapers, roller, three dumptors, four 15-yd. Euclid trucks, two 10-yd. Euclid trucks, 900 cfm compressor, 300 cfm compressor, 5" gardner-denver drill, wagon drill, crushing plant, paving plant, two pickups, flatbed truck, and miscellaneous small tools.

Contractor's equipment was in good shape but frequent rain and cloudy weather never permitted full capacity operation. Clearing was bid high and contractor hired Murray Bros. for $45,000, thus a large profit was realized. Extra clearing was done on force account. Grading shows a loss, pipe was bid low and shows only a slight profit. Crushing was bid low but due to shooting of rock charged to excavation, a profit was realized. Class "B" asphalt and oiling was done by Babler Bros. at bid prices.

Excellent supervision and equipment in good shape contributed to a small profit.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
MAR [illegible]
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 26, 1958

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4520	26 Final	Rogers Construction, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6473	H208066	$ 23,402.56	3-25-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapueske
ACCOUNTING DIVISION

Specified completion date: Aug. 31, 1956

Time Extensions: Dec. 13, 1957

Completion Date: Dec. 13, 1957

Date Accepted: Feb. 27, 1958

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 26, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 26 1958
GRW.

NOTED ON CARD
Ow

RECEIVED
MAR 17 1958
FOR FILING

27-221(4)

4520

Mar. 14, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4520 for work performed on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County was completed by the contractor, Rogers Construction, Inc., on Dec. 13, 1957, and was formally accepted by the Highway Commission on Feb. 27, 1958.

Final payment in the amount of $23,402.56 will be released to the contractor on or after Mar. 24, 1958. The total contract amount is $780,085.41, of which amount $30,675.02 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

FOR FILING

Mar. 3, 1958

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Feb. 27, 1958, had under discussion your request for an extension of time from Aug. 31, 1956 to Aug. 31, 1958, within which to complete your contract No. 4520, for grading and paving on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County.

The Highway Commission granted an extension of time to Dec. 13, 1957, the date of completion of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
J. D. Walker
E. J. Hall

NOTED ON CARD

em

RECEIVED
FEB 25 1958
FOR FILING

4520

February [illegible], 1958

Request for extension of time
No. 8
February 27-28 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Bradley Park-Wauna Section, Contract No. 4520, from August 31, 1956 to August 31, 1956.

It is our belief that we did not allow sufficient time for this project in the first instance. The construction was extremely heavy, involving a very difficult problem in the handling of traffic, and was further delayed by extreme weather conditions through the 1956 season.

It is believed that the contractor handled this project remarkably well under the circumstances. He actually completed the project on December 13, 1957, and I am recommending the extension to and including that date without penalty. Mr. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:dmh hi

RECEIVED
FEB 21 1958
FOR FILING

BF 221 (4)

4520

February 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On January 27 we requested your concurrence in an extension of time on the Bradley Park-Wauna Contract, No. 4520, Oregon BF-221 (4), and on January 28 we also requested concurrence in an extension on the Tualatin River-Middleton Contract, No. 4326, Oregon F-73 (12); the Reedville-Beaverton Contract, No. 4499, Oregon F-183 (9); and the Washington County Line-Hillsdale Contract, No. 4560, Oregon S-198 (3) and US-198 (4).

We have not yet received a reply to our requests. We cannot present these contracts to the Commission for acceptance or make final payment to the contractors until we have received your recommendations. May we please have them so that these contracts can be presented to the Commission at its February 27-28 meeting for acceptance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh

cc Mr. Tom Edwards

RECEIVED
JAN 30 1958
FOR FILING

BF-221(4)

4520

January 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Bradley Park-Wauna Contract, No. 4520, Oregon BF-221 (4), from August 31, 1956 to December 13, 1957, to Rogers Construction Company.

It is our belief that we did not allow sufficient time for this project in the first instance. The construction was extremely heavy, involving a very difficult problem in the handling of traffic, and was further delayed by extreme weather conditions through the 1956 season.

It is believed that the contractor handled this project remarkably well, and it is my recommendation that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

EAP:dmh   me

cc Mr. Tom Edwards

RECEIVED
JAN 23 1958
FOR FILING

4370

Jan. 27, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., for grading and paving on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County. This payment, in the amount of $48,037.07, will be released to the contractor on or after Feb. 6, 1958. The retained percentage is $23,402.56.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Elm

Form E-1—10M—12-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 3, 1958

Section Bradley Park - Wauna

Kind of work Grading & Paving

Highway Columbia River County Clatsop

Section prefix 4-1071

Contractor Rogers Construction, Inc.

Contract number 4520

Date of contract August 23, 1955

~~Specified work days~~ Date of Completion August 31, 1956

Date work started September 7, 1955

~~Work days used~~ Date Completed December 13, 1957

Project authorization $1,006,425.56

Exclusive of engineering $934,857.52

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $861,954.75

Estimated per cent ~~overrun or~~ underrun 13.6%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $71,568.04

Engineering cost to date $84,600.00, 118.1%

Date project was completed December 13, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate delivered to Salem Monday, December 30th.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JAN 6 1958
NOTED ☑ ☑ ☑ ☐ ☑
CE ACE ACE COE

Noted
W. N. Juve

Signed E. J. Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 124

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.11	2.03			2.03
Miles partially completed					
Miles completed	2.11	2.03			2.03
Total estimated quantities (contract)	910,000 C.Y.	50,900 C.Y.	5,000 C.Y.	174 T	10,000 T
Total quantities corrected to date	862,105 C.Y.	39,700 C.Y.	6,736 C.Y.	108 T	11,230 T
Estimated quantities moved or placed to date	862,105 C.Y.	39,700 C.Y.	6,736 C.Y.	108 T	11,230 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Overcast		
Friday	Clear		
Saturday			

RECEIVED
JAN - 4 1958
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
DEC 18 1957
FOR FILING

F-221(4)
4520

December 17, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 13, 1957, on Contract No. 4520, Bradley Park-Wauna Section, in Clatsop County, in connection with Federal Aid Project No. F-221(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
[illegible] 1957
FOR FILING
[illegible]

file

4520 08-33

November 13, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-221(4), Bradley
Park-Wauna Section, Columbia River
Highway

Dear Sir:

Order for State Force Work No. 222, covering slide removal on the above project, was forwarded with your letter of November 7, 1957.

Inasmuch as the contract is not yet completed, it would appear that the contractor is obligated to remove the slide material as extra work. We are accordingly returning all copies of the order without approval.

If the State has already released the contractor and has taken the road over for maintenance, it seems to us the work should be charged to regular maintenance and not to the construction project.

Very truly yours,

C. G. POLK
Division Engineer

By:

E. H. COWAN
Acting Division Engineer

Encl.

Orig with enclos to Rubert

RECEIVED
NOV 12 1957
FOR FILING

[illegible]

4820

November 7, 1957

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 222 covering removal of slides on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project No. F-221(4).

Several small slides have occurred after the contractor had removed his earth moving equipment. It is in the public interest to do the work with state forces as maintenance crews are available and can do the work more economically than to pay for returning the contractor's equipment. Your approval of this order on force account basis, using state forces is requested.

Equipment rental rates will conform to the established schedule.

The total estimated cost of this order is $3,000.00 with federal participation of $1,500.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

Form A-109 (Rev.)—5M—4-56

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Bradley Park-Wauna
Date August 19, 1957
Highway Columbia River
Contract No. 4520
County Clatsop
Prefix 4-1071
Contractor Rogers Construction, Inc.
F. A. Project No. F-221 (4)
Address Portland, Oregon
Price Agreement No. 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Excuse contractor from obligation to complete grade southerly from connection with present highway near Station 203.

Locations by station numbers:

Approximately Station 203 to Station 235.

Names of pay items, estimated quantities and agreed prices:

Contract Item #4	General Excavation	Bid Price $0.50 per cubic yard 160,000 Cu. Yds. at $0.50	$ 80,000.00
" " #6	Long Overhaul	Bid Price $0.30 per C-Yd. Sta. 100,000 C-Yd. Sta. at $0.30	30,000.00
		Total (credit to project)	$110,000.00

Specifications, basis of measurement and other provisions:

Standard

(Over)

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $997,425.56
Present estimate of project cost, including $ for work under this order $867,925.56
Expected ~~under-run~~ over-run (amount) $129,500.00
Expected under-run ~~over-run~~ (per cent) 12.98

Space to right of this line is for use of Salem Office

Submitted by: E. J. Hall
Resident Engineer

Approval Recommended: R. D. Ashmay
Division Engineer

Approval Recommended: L. H. Young
Construction Engineer or Bridge Engineer

Signed Rogers Const Inc by Chas Mc Inroe
Contractor

Approved: Robert Pope
Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 89861

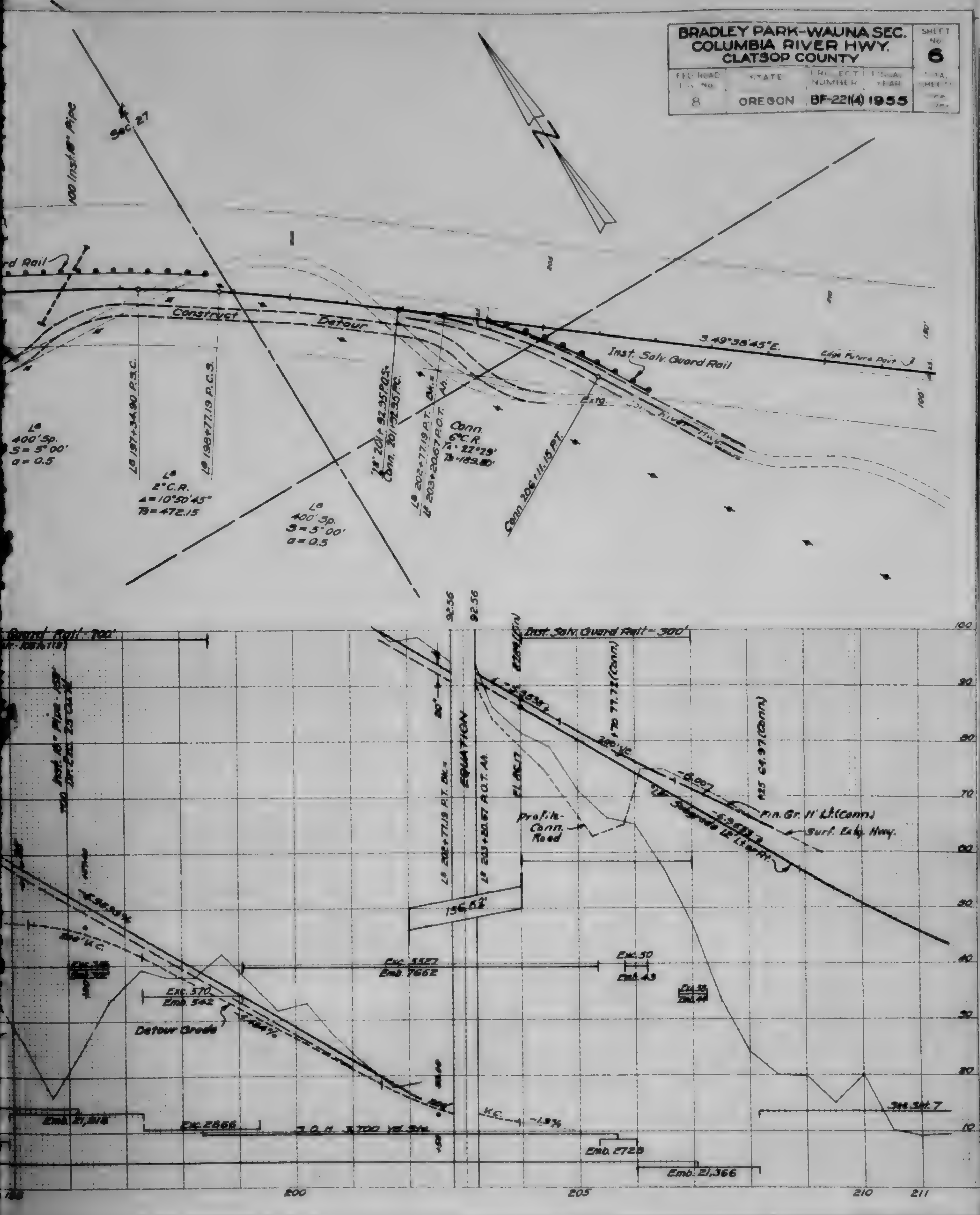
Geological reports indicated that very considerable depths of talus materials were present on steep cut slopes of this project. The project design therefore provided for the excavation of these materials to a stable or rock slope line. This excess material was designed to be hauled beyond the usable portion of the project, Station 203 to 235, Station 203 being the junction with present highway. However, since only a portion of the material for this fill will be available, it was tentatively agreed on August 5th between J. D. Walker, Division Engineer, with Ray Rogers and Charles Melnroe of Rogers Construction, Inc., that only such material as was available from cuts would be required to be placed in the fill, Station 203 to 235. This would materially reduce yardage and haul items and the contractor agreed that no claim for additional compensation would be filed for this cause.

RECEIVED
AUG 27
OFFICE OF
DIVISION ENGINEER

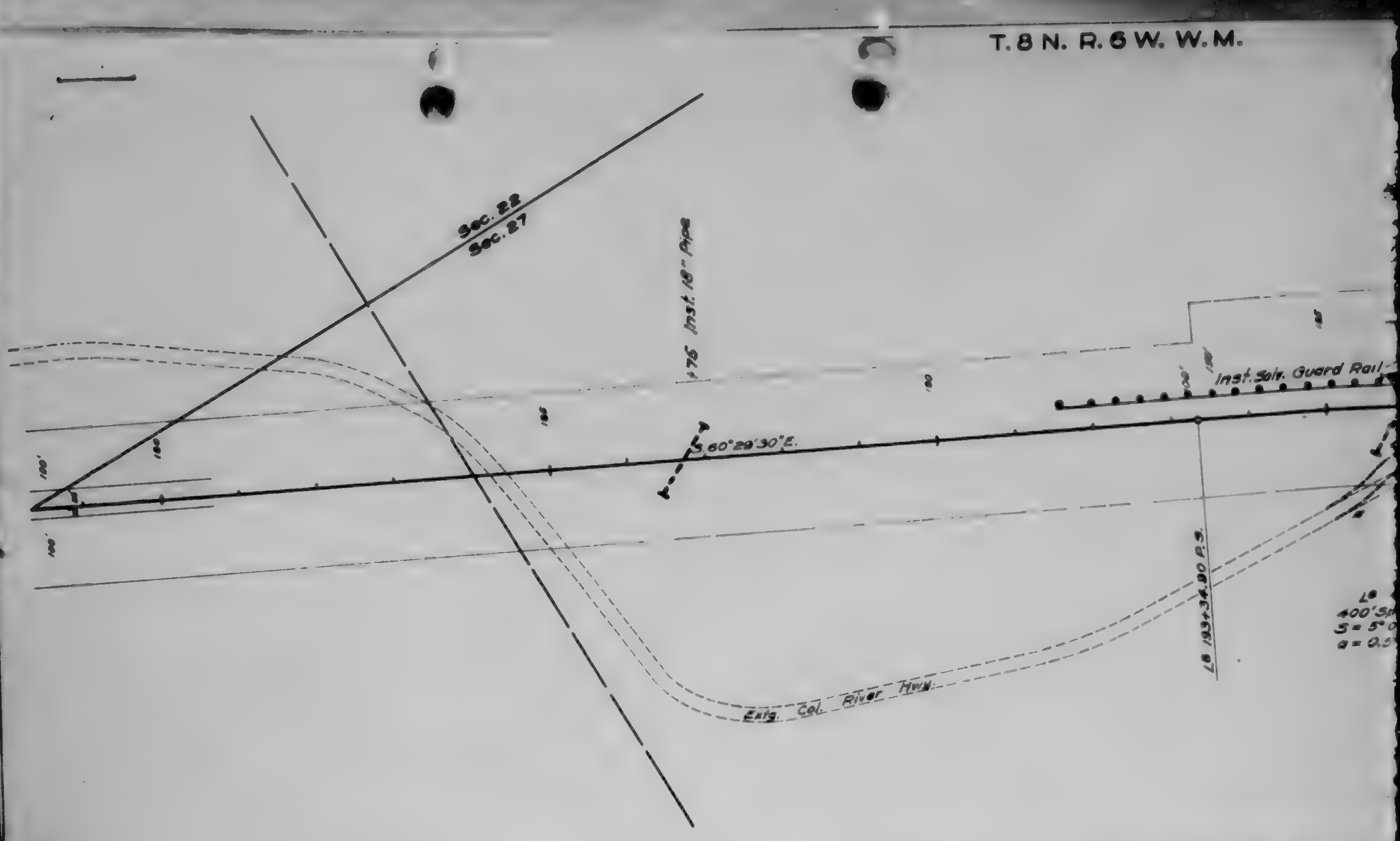
BRADLEY PARK-WAUNA SEC.
COLUMBIA RIVER HWY.
CLATSOP COUNTY

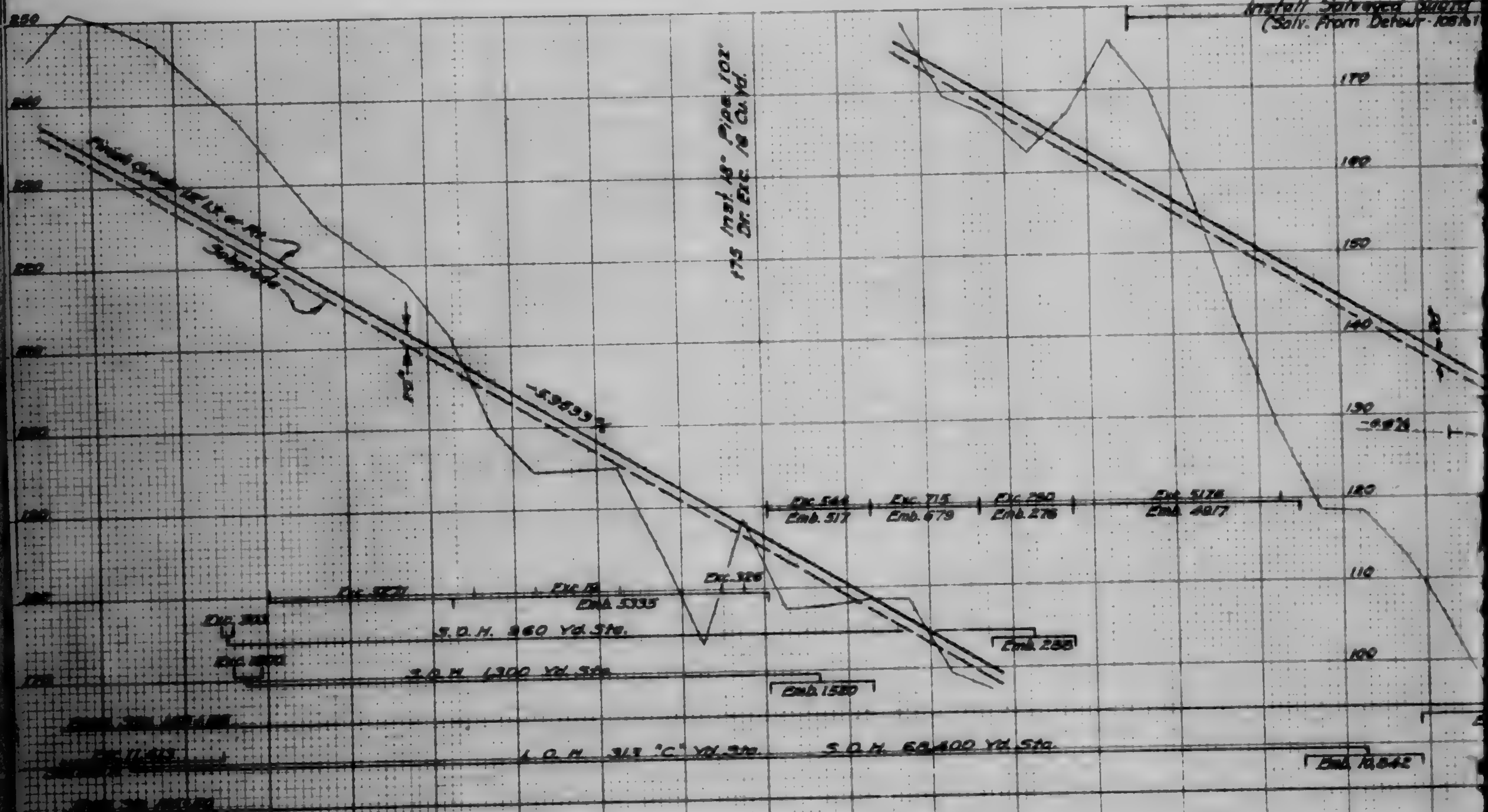
SHEET NO.
6

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	BF-221(4)	1955



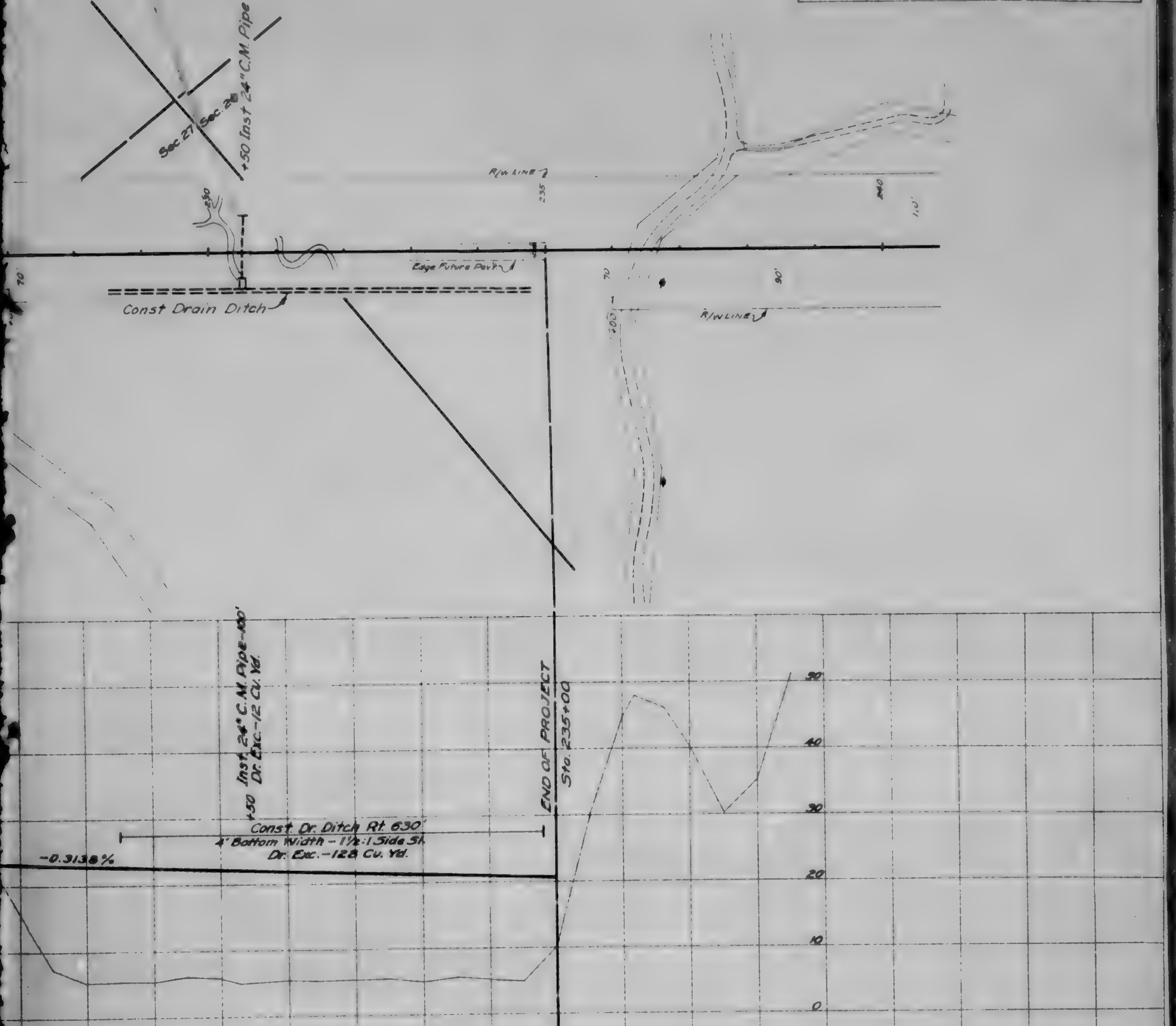
T.8 N. R.6 W. W.M.

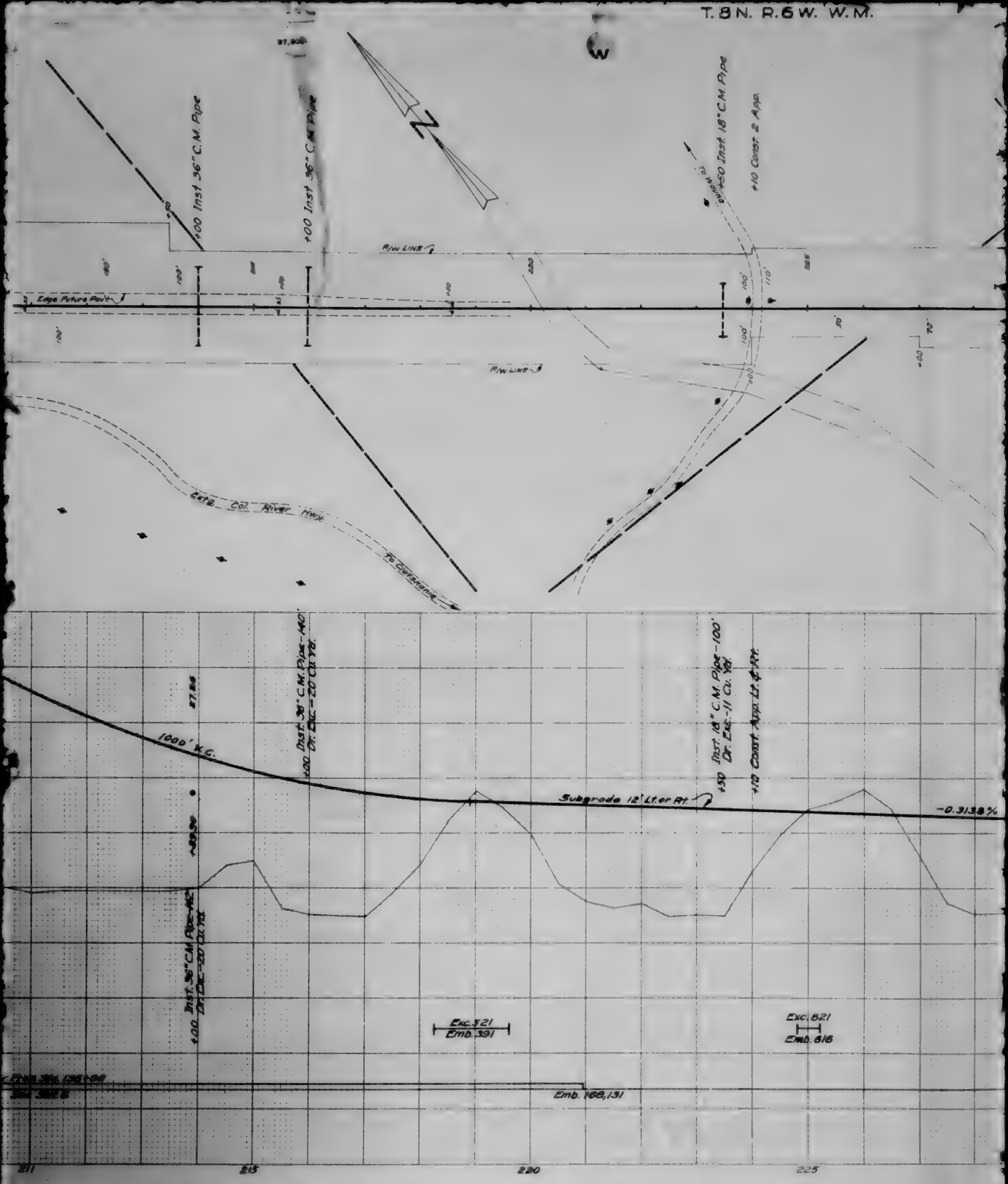

Sec. 22
Sec. 27
175 Inst. 18" Pipe
Inst. Salv. Guard Rail
S 60°29'30" E.
L.S. 193+34.90 P.S.
Extg. Col. River Hwy.
100'
100'
400' Sp
S = 5°0
a = 0.5


Install Salvaged Guard
(Salv. From Detour-10
175 Inst. 18" Pipe 102'
Dr. Exc. 18 Cu. Yd.
Subgrade
-5.9833%
Exc. 544
Emb. 517
Exc. 715
Emb. 679
Exc. 290
Emb. 276
Exc. 5176
Emb. 4917
Exc. 326
Exc. 18
Emb. 5335
S.D.H. 860 Yd. Sta.
S.D.H. 1,300 Yd. Sta.
Emb. 288
Emb. 1580
L.D.H. 313 "C" Yd. Sta.
S.D.H. 68,400 Yd. Sta.
Emb. 10,842
Exc. 11,413
250
170
160
150
140
130
120
110
100
179
180
185
190
195

-2-

BRADLEY PARK-WAUNA SEC. COLUMBIA RIVER HWY. CLATSOP COUNTY				SHEET No 7
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF-221(4)	1955	[illegible]




T. 8 N. R. 6 W. W. M.
N
+00 Inst. 36" C.M. Pipe
+00 Inst. 36" C.M. Pipe
+50 Inst. 18" C.M. Pipe
+10 Const. 2 App.
R/W LINE
R/W LINE
Edge Future Pav't.
Extg. Col. River Hwy.
To Clatskanie
220
1000' V.C.
Subgrade 12' Lt. or Rt.
-0.3138 %
+00 Inst. 36" C.M. Pipe-140' Dr. Exc.-20 Cu. Yd.
+00 Inst. 36" C.M. Pipe-140' Dr. Exc.-20 Cu. Yd.
+50 Inst. 18" C.M. Pipe-100' Dr. Exc.-11 Cu. Yd.
+10 Const. App. Lt. & Rt.
Exc. 321
Emb. 391
Exc. 821
Emb. 616
Emb. 168,131
211
215
220
225

RECEIVED
JUL 23 1957
FOR FILING

FORM E-30X—37,900—2-57—1477

BF-22T(47)

4522

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1957

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
State Highway Department
Salem, Oregon

I attach hereto report from Decker concerning the possibility of change of surfacing design on the Bradley Park-Wauna Section. This saving is effected by the fact that apparently a great quantity of material for the 12-inch selected subgrade course is available.

Please advise your thoughts regarding this change.

Edwards
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
G. L. Decker

NOTED
FORREST COOPER

RECEIVED
JUL 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30K—37,500—8-56—96695

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1957

SUBJECT: Bradley Park-Wauna
Columbia River Highway
Surfacing Thickness

To: Tom Edwards
Construction Engineer
OFFICE

Existing construction plans call for the following surfacing thickness:

2" Top Course AC
2" Bottom Course AC
2" - 3/4"-0 Level Course
4" - 1/2"-0 Middle Course Base
10" - 2 1/2"-0 Bottom Course Base
20" - Total

Recent sampling during construction shows rock from 170 to 197 suitable for base material.

Also, soil samples at stations 125 and 189, indicate a total thickness of base and wear of 14 inches for a heavy traffic.

This suggests a possible revision of surfacing design as follows:

3 1/2" AC
1 1/2" - 3/4"-0 Level Course
9 " Crushed Base - 2 1/2"-0
12 " Selected Subgrade
28" - Total

Using bid prices, the possible savings would be as follows:

AC Pavement -	1100 tons	at 6.00	6,600
3/4"-0 Level -	900 cubic yards	at 1.50	1,350
Crushed Base -	13,500 " "	at 1.50	20,250
		Total	28,200.00

The specifications provide for placing of selected subgrade materials.

G. L. Decker
G. L. Decker
Staff Assistant

GLD/jk

RECEIVED
MAY 15 1957
FOR FILING

FORM 230—50M—2-57—1476
KE [illegible]
4520

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1957

SUBJECT: Bradley Park-Wauna Section
Columbia River Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

Herewith a copy of a letter from the Kaiser Gypsum Company inquiring as to the disposal of portions of the old highway which will be abandoned when the subject named section of highway is completed.

Attached hereto is a sketch map showing the areas which will be abandoned to the adjacent property owners. I am also enclosing for your convenience a suggested rough draft of a letter to the Kaiser Gypsum Company.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
MAY 13 1957
OFFICE OF
STATE HIGHWAY ENGINEER

May 9, 1957

Kaiser Gypsum Company, Inc.
St. Helens, Oregon

Gentlemen:

In reply to your inquiry regarding disposal of surplus sections of the Old Columbia River Highway U.S. 30, Bradley Park-Wauna Section, which are replaced by new construction, I am attaching a strip map upon which the various sections are designated in color. You will note that the areas in green are to be retained by the State, those in red to be transferred to the County and those in brown are to be relinquished to the adjacent property owners.

The transfer is to take place upon completion of the section under construction.

I thank you for your letter and your cooperation in the construction of this project.

Very truly yours,

W. C. Williams
State Highway Engineer

JDW:am
cc F. Cooper
Tom Edwards
J. D. Walker

(Map sent was extra copy of map attached to agreement in Co. & City Rel. Div.)

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1957

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith a letter which I have received from the Kaiser Gypsum Company, St. Helens, Oregon, regarding disposal of certain portions of excess right of way of the old Columbia River Highway on the Bradley Park-Wauna Section.

They refer especially to Sections "A", "B" and "C", which were formerly property of the Fir-Tex Insulating Company, which corporation has recently been purchased by Kaiser Gypsum.

J. D. Walker
Division Engineer

JDW:AM

[illegible]
[illegible]EIVED
[illegible] 1957

KAISER GYPSUM
COMPANY, INC.
Insulating Board Division
ST. HELENS, OREGON · TELEPHONE [illegible] · CABLE ADDRESS "KAYGEE"

May 1, 1957

RECEIVED
[illegible]
DIV. ENGINEER

Mr. J. D. Walker
Division Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Walker:

Please refer to the Wauna Project of the new section of U.S. Highway #30 under construction between Bradley State Park and Wauna.

We would like to know whether or not any fractional portions of the old highway will be abandoned and deeded to the adjoining land owners. If so, how much area may we expect to gain?

Thank you in advance for your prompt reply.

Very truly yours,

KAISER GYPSUM COMPANY, INC.
Insulating Board Division

Paul N. Vance

Paul N. Vance
Wood Supply Manager

NOTED
R. P. HAMILTON

PNV:[illegible]

NOTED
J. D. WALKER

RECEIVED
APR 9 - 1957
FOR [illegible]G

[illegible] 22(4)

4520

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE CAPITOL 8-7331

April 2, 1957

[illegible] Ark - Warne
Paving

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission have in 1957 discontinued the following grades of Penetration Paving Asphalts - 100-120 Pen. and 150-200 Pen. Their current specifications include the following Penetration Grades: 60-70, 85-100, 120-150, and 200-300 Pen. Asphalt, which are the only products we have available for normal shipment.

It is noted that your contract No. 4520 with the Oregon State Highway Commission calls for { 600 tons of {100-120 Penetration Paving Asphalt. { 120 {150-200

In order to eliminate any possible delays in shipment, it is suggested that you contact the engineer in charge of this job to determine which of the available grades they wish to substitute for the discontinued grade called for in the specifications.

Upon hearing from you in this regard, we will complete the necessary details in this office to expedite shipments upon your request.

Yours very truly,

K. R. Blee
K. R. Blee
Asphalt Manager

Apr. 5, 1957
O.S.H.C.:
Please advise.
Babler Bros., Inc.
R. H. Richards
R. H. Richards

RECEIVED
FEB 7 1957
FOR FILING

EF-221(4)

4520

February 6, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 23, 1957, requesting a comparison of cost per acre, for clearing, between Contract Item No. 1 of Contract No. 4520, Bradly Park-Wauna Section in Clatsop County, Oregon Project F-221(4), and Order for Extra Work No. 5 for extra clearing on the same project.

The acreage of clearing and grubbing for which the contractor bid $105,000 is 39.8. Thus, the average price per acre as bid in a lump sum under Item 1 of the contract is almost $2,640 per acre.

Your attention is called to the statement on the form heading "TO BE PERFORMED ON FORCE ACCOUNT BASIS". The extra clearing will be paid on payrolls and bills submitted by the contractor, after due checking and auditing has been done.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1957

SUBJECT: Clearing Price per Acre
Bradley Park-Wauna Section

To: Mr. S. H. Probert
Office Engineer
Office

Attention: Mr. D. B. Parkes

In reply to your recent request concerning the average cost per acre of clearing and grubbing on the Bradley Park-Wauna Section of the Columbia River Highway, please be informed that there were approximately 39.8 acres of clearing and grubbing and the lump sum bid for this work was $105,000.00, making the unit cost approximately $2,640.00 per acre.

Attached is a copy of a letter from the Resident Engineer concerning this matter.

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35 January 23, 1957

4520

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-221(4)
Bradley Park-Wauna Section,
Columbia River Highway - Order
for Extra Work No. 5

Dear Sir:

Before we can approve the subject Extra Work Order, we should have further information for comparison between the cost per acre of clearing and grubbing work under Item 1 of the contract and the $2,000.00 per acre shown in the Extra Work Order.

Very truly yours,

2640 [illegible]

C. G. POLK
District Engineer

By E. H. Cowan
E. H. COWAN
Principal Highway Engineer

RECEIVED
JAN 24 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 21 1957
FOR FILING

EF-221(4)

4520

January 17, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering widening the detour roadbed on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project No. F-224(1).

A slide has occurred in the fill section of the detour road, station 113+50 - 114+00. It is necessary to widen the roadbed sufficiently to allow for two-way traffic. One way traffic is not being maintained.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]
Enclosure

RECEIVED
JAN 17 1957
FOR FILING

EF [illegible]

4520

January 16, 1957

Fidelity and Casualty Company of New York
60 Sansome Street
San Francisco 4, California

Attention: Mr. A. Sherman
Bond Department

Gentlemen:

This is in reply to your letter of January 11 concerning contract No. 4520 awarded to Rogers Construction, Inc., for grading and paving the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County. Apparently the information returned to you showing a final contract price of $45,570.06 must have pertained to some other contract.

On Estimate No. 13, dated November 10, 1956, the total amount of work performed on Contract No. 4520 was $355,370.58. Of this amount, $35,537.06 was retained and $319,833.52 had been paid to the contractor. The estimated completion date is August 31, 1957.

We regret the inconvenience caused you in this matter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

[illegible] says. 355,370.58
[illegible] 35,537.06
to date: 319,833.52
Est # 13 11-10-56

Est Comp. date 8 31-57

sualty Company of New York

RMAN OF THE BOARD J. VICTOR HERD, PRESIDENT
CIFIC DEPARTMENT
SAN FRANCISCO 4, CALIFORNIA
S DEKKER, VICE PRESIDENT
W. J. McKEEGAN, ASSISTANT SECRETARY
NS, ASSISTANT CONTROLLER

America Fore
INSURANCE GROUP

January 11, 1957

mmission

Re: Bond 1064025 - State of Oregon
Contract 4520, Bradley Park, Wauna
Section of the Columbia River Highway, Clatsop County, Oregon.

You recently returned our General Form Status Inquiry indicating that the date of completed was the 30th of June, 1956, the acceptance date was August 11, 1956, and that the final contract price was $45,570.08. We wish that you would once again check your files on this matter as this particular contract was for $844,000.00.

This obviously is quite a variance and we would like your advice on this matter. A self-addressed envelope is enclosed for your convenience. Thank you kindly for your assistance.

Yours very truly,

A. SHERMAN
BOND DEPARTMENT

AS/mm
Enc.

RECEIVED
JAN 1[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

The Fidelity and Casualty Company of New York

FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD J. VICTOR HERD, PRESIDENT

PACIFIC DEPARTMENT
60 SANSOME STREET - SAN FRANCISCO 4, CALIFORNIA
NICHOLAS DEKKER, VICE PRESIDENT
C. J BEATTY, SECRETARY W. J. McKEEGAN, ASSISTANT SECRETARY
H. J. BURNS, ASSISTANT CONTROLLER

America Fore
• INSURANCE GROUP •

CHARLES A. METTALIA, RESIDENT MANAGER
SAN FRANCISCO OFFICE

January 11, 1957

State of Oregon
State Highway Commission
Salem, Oregon

Gentlemen:

Re: Bond 1064025 - State of Oregon
Contract 45 0, Bradley Park, Wauna
Section of the Columbia River Highway, Clatsop County, Oregon.

You recently returned our General Form Status Inquiry indicating that the date of completed was the 30th of June, 1956, the acceptance date was August 11, 1956, and that the final contract price was $45,570.08. We wish that you would once again check your files on this matter as this particular contract was for $844,000.00.

This obviously is quite a variance and we would like your advice on this matter. A self-addressed envelope is enclosed for your convenience. Thank you kindly for your assistance.

Yours very truly,

A. SHERMAN
BOND DEPARTMENT

AS/mm
Enc.

REFERRED [illegible]
SECR[illegible]

RECEIVED
JAN 1[illegible] 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1957
FOR FILING

FORM 2-30X—30M—11-53—00225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7th, 1957

SUBJECT: Gnat Creek-Bradley Park Section
Columbia River Highway
R/W File No. 18841

To: Mr. Robert L. May, Jr.
Acting Chief Counsel
Office

In accordance with an agreement of release granted the State by the Fir-Tex Insulating Board Company December 17, 1954, it was agreed that a certain bridge over Hunt Creek on Unit "D" described in the release should remain the property of the State and that this same bridge would not be removed for two years, after which period the State had six months in which to salvage it. This was to serve as an access to the Fir-Tex property until such time as the Bradley Park-Wauna Section was completed and a connection made to their property on this section.

Due to the fact that the Bradley Park-Wauna job has not progressed as rapidly as was foreseen, this connection has not been made. It is thought that an extension of time should be granted by the Kaiser Gypsum Company of St. Helens, Oregon (successors in interest to the Fir-Tex Insulating Board Company) giving us an additional year's grace for the bridge to remain in place.

Will you please arrange for this agreement to be extended for the period of one year, leaving the Kaiser Gypsum Company the use of the bridge until December 17, 1957, after which date the State would have six months in which to salvage the bridge materials.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jo

cc J. D. Walker
Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
JAN 8 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1956
FOR FILING

BF-21(1)

4520

December 26, 1956

Mr. Harold E. Milliken, Chief
Public Health Engineering Section
Oregon State Board of Health
1400 S. W. 5th Avenue
Portland 1, Oregon

Dear Sir:

Further reply is made to your letter of December 3 concerning possible contamination of the water supply of the mill community of Bradwood due to construction of the Bradley Park-Wauna Section of US30.

A personal inspection was made of this area by R. D. Asburry, Assistant Division Engineer, together with Mr. Jack Weathersby, a representative from your office. In consequence of this inspection, the following instructions have been issued as a safeguard against contamination of said water supply:

1. The contractor to provide toilet facilities in an area or areas not in the Hunt Creek water shed and that these facilities only be used.

2. The State maintenance employees performing cleanup work refrain from depositing ditch cleanings, spoil from slides, etc., in an area whereby they could be washed into Hunt Creek.

The turbidity of the water due to the construction project will be greatly reduced as the freshly disturbed earth becomes settled. Also, when the project is completed, the entire cut area at the summit will drain to the east rather than to the west into Hunt Creek.

Very truly yours,

/s Forrest Cooper

for W. C. Williams
State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ray Asburry

TE:AR

FORM 230—30M—11-55—80224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27th, 1956

SUBJECT: Bradley Park-Wauna

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

L

We had a recent assignment concerning contamination of the water supply of the Bradwood community due to construction of the Bradley Park-Wauna Section of US #30. A preliminary report was made in reply to your assignment.

Since that time a joint inspection has been made by Mr. Jack Weathersby, attached to the office of Mr. Harold E. Milliken, Chief, Public Health Engineering Section of the Oregon State Board of Health, and Assistant Division Engineer R. D. Asburry. They are in agreement as to steps which should be taken to reduce the turbidity and contamination and Asburry has prepared a letter directed to Mr. Milliken, which is attached.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

RECEIVED
DEC 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

D
REST COOPER

RECEIVED
DEC 19 1956
FOR FILING

BF-221(4)

4520

December 17, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering extra clearing on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project F-221(4).

This extra clearing is outside of the clearing limits as staked on the ground for information of bidders at the time of bidding. The work is to be done on Force Account basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr
Encl.

RECEIVED
DEC 13 1956
FOR FILING

BF-221 (4)

4520

December 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering repioneering and resloping cutbanks. on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project No. F-221(4).

It is necessary to remove unstable talus material encountered in cutbanks, and reslope the cuts. Slopes will have to be taken back of the unstable material to prevent slides occurring.

This order for Extra Work covers only the extra work involved in removal of material back of the original slope stakes from Station 132 to 135 and from Station 145 to 149.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:cr
Encl.

RECEIVED
DEC 11 1956
FOR FILING
PF 351 (4)
45

December 11, 1956

Oregon State Highway Commission

Gentlemen:

In constructing the Bradley Park-Knappa Section of the Columbia River Highway in Clatsop County, it was proposed to waste approximately 140,000 cubic yards of excess material along our right of way. The material was such that during periods of heavy rainfall the surface portions turned into a slip or slurry and flowed over the adjacent land. As soon as this was discovered the owners of the property, Fir-Tex Insulating Board, Inc. were contacted, and it was the Company's desire that nothing be done until our fills had stabilized and the extent of the damage could be determined. The Fir-Tex Insulating Board, Inc. further stated that it was in no immediate hurry to work out a settlement.

The fills have now stabilized, and on this basis a settlement has been reached with the owner for the damage incurred to its property and the timber growing thereon. The amount of this settlement is $1,369.08, based on the following breakdown:

Douglas Fir	23,780	bd. ft.	at	$16.00/M	$ 380.48
Hemlock	40,130	" "	"	10.00/M	401.30
Spruce	22,930	" "	"	10.00/M	229.30
Cedar	500	" "	"	10.00/M	5.00
*Alder	64,000	" "	"	2.00/M	128.00
Damage to Land	18	acres	"	12.50/acre	225.00
					$1,369.08

*16 acres Alder at 4,000 bd. ft./acre.

The claim has been examined and seems to be reasonable, and it is, therefore, requested that you approve payment of this amount of money to Fir-Tex Insulating Board, Inc. upon its signing a damage release to be prepared by the Legal Department.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. C. H. Nelson
Mr. J. D. Walker
Mr. Robert L. May

FC:me fn

RECEIVED
DEC 10 1956
FOR FILING

PF 221(4)

4520

188

December 10, 1956

Mr. Harold E. Milliken, Chief
Public Health Engineering Section
Oregon State Board of Health
1400 S. W. 5th Avenue
Portland 1, Oregon

Dear Sir:

Reply is made to your letter of December 3 concerning possible condemnation of the water supply of the mill community of Bradwood due to construction of the Bradley Park-Wauna Section of US30.

We are, this date, asking our Division Engineer, Mr. J. D. Walker, to contact you and to make a personal inspection to see that all sanitation measures prescribed by law are being complied with, with particular respect to the contractor's operations. We are further asking him for a detailed report to determine if some means can be taken to reduce the turbidity of the water supply.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. J. D. Walker

TE:ar fn

ASSIGNMENT

Date: December 6, 1956 No. 188 By Je

Description: Letter of December 3 by Harold E. Milliken, Chief, Public Health Engineering Section of the Board of Health, stating Highway 30 relocation work west of Bradley State Park in Clatsop County is impairing quality of domestic water supply at Bradwood

Acknowledged by____ Referred to Edwards ✓

__Investigate and report with recommendation
__Such action as necessary and report
Comment or recommendation
XXX Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

Remarks:

PLEASE RETURN TO FORREST COOPER

Executed 12-10-56 Report Received_______

E OF OREGON
ATE BOARD OF HEALTH
E OFFICE BUILDING
S. W. 5TH AVENUE
ORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1500

ember 3, 1956

PLEASE RETURN TO FORREST COOPER

Re: W-Bradwood

t the Highway 30 re-location project
sop County, is impairing the quality
the mill community of Bradwood, Oregon.
fill operations have at times caused
k which is the source of the Bradwood
not only make the water less attractive
ly interfere with the chlorination process,
not impossible to obtain effective dis-

We are particularly concerned with possible contamination of a more hazardous nature from human excrement being deposited on the drainage area. Perhaps you could advise us as to whether or not the contractor and highway department personnel are sufficiently aware that they are working on the watershed of a public water supply, and what steps have been taken to safeguard the quality and purity of this domestic water supply. In particular, adequate and proper toilet facilities should be provided and the use of these facilities only, strictly enforced.

We would appreciate hearing from you regarding this matter.

Very truly yours,

Harold E. Milliken
HAROLD E. MILLIKEN, CHIEF
Public Health Engineering Section

EJW:em
cc: R. C. Chamberlain, Supt.
Columbia-Hudson Lumber Co.
Bradwood, Oregon
cc: Clatsop County Health Dept.

RECEIVED
DEC 5 1956
OREGON
STATE HIGHWAY COMMISSION

FORM 6-36

MEMBERS OF THE BOARD
N. E. IRVINE, M. D., PRESIDENT
LEBANON
TOM H. DUNHAM, M.D.,
FIRST VICE-PRESIDENT, SALEM
CARL H. PHETTEPLACE, M.D.,
SECOND VICE-PRESIDENT, EUGENE
D. C. BURKES, M.D., PORTLAND
T. E. GRIFFITH, M.D., THE DALLES
L. D. INSKEEP, M.D., MEDFORD
L. L. RIGGS, B. S., PORTLAND
O. T. WHERRY, D.M.D., PORTLAND
HAROLD M. ERICKSON, M.D., PORTLAND
SECRETARY AND STATE HEALTH OFFICER

STATE OF OREGON
OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON
TELEPHONE:
DAYS—CAPITOL 6-2161
AFTER HOURS—CAPITOL 2-1500

December 3, 1956

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: W-Bradwood

Dear Mr. Williams

It has come to our attention that the Highway 30 re-location project west of Bradley State Park, Clatsop County, is impairing the quality of the domestic water supply of the mill community of Bradwood, Oregon. Run-off waters from the cut and fill operations have at times caused extreme turbidities in Hunt Creek which is the source of the Bradwood water supply. These turbidities not only make the water less attractive in a physical sense, but seriously interfere with the chlorination process, making it extremely difficult if not impossible to obtain effective disinfection of the water.

We are particularly concerned with possible contamination of a more hazardous nature from human excrement being deposited on the drainage area. Perhaps you could advise us as to whether or not the contractor and highway department personnel are sufficiently aware that they are working on the watershed of a public water supply, and what steps have been taken to safeguard the quality and purity of this domestic water supply. In particular, adequate and proper toilet facilities should be provided and the use of these facilities only, strictly enforced.

We would appreciate hearing from you regarding this matter.

Very truly yours,

Harold E. Milliken
HAROLD E. MILLIKEN, CHIEF
Public Health Engineering Section

EJW:em
cc: R. C. Chamberlain, Supt.
Columbia-Hudson Lumber Co.
Bradwood, Oregon
cc: Clatsop County Health Dept.

RECEIVED
DEC 5 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 14 1956
FOR FILING

BF-221(4)

4520

September 13, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 4 covering clearing and grubbing on unstable slope areas on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project No. F-221(4).

This work is necessary prior to removal of unstable talus material on partially completed slopes. Removal of unstable material will be done under contract items. This area is outside of original clearing limits.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DWP:ch

RECEIVED
AUG 23 1956
FOR FILING

file

FORM E30—30M—11-55—90224
BF-221(4)
4520

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1956

SUBJECT: Bradley Park-Wauna
Columbia River Hwy.
Contract No. 4520

To:

Mr. Forrest Cooper
Deputy State Highway Engineer

Office

I am forwarding through regular channels a State Force Order covering compensation to Fir-Tex Insulating Board, Inc., for damage to their trees and lands caused by a wasting of unsuitable materials under the viaduct to the west end of the subject-named project. These waste materials were highly fluid and flowed laterally for about 2000 feet, covering approximately 18 acres of Fir-Tex lands. The wasting of this material at this point was specified in the contract, however it was not foreseen that it would flow laterally to such an extent. After this condition was first discovered Division Engineer Walker approached officials of the Fir-Tex company and they said to go ahead with the work and that damages would be assessed after this phase of the work was ended. On this assurance, work was carried on.

I wish to point out that a considerable savings was realized by using this method of disposal as the haul was kept quite short. Had we changed our method of operation and picked another disposal point, considerable additional costs would have been incurred.

In view of the savings in haul it is recommended that Fir-Tex be compensated in accordance with their bill, submitted herewith, in the amount of $1,369.08. It is my thought that this can be approved on a State Force Order as it reflects a saving to the construction phase of the project. You will recall that I discussed this problem with you this date and you were in agreement with this method of handling same.

L. H. Young

L. H. Young
Asst. Construction Engineer

RECEIVED
AUG 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:ep

Encl.

FORM 530—30M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1956

SUBJECT:

To: Mr. Tom Edwards
Construction Engineer
OFFICE

Herewith for your approval, an order for State Force Work designed to reimburse Fir-Tex Insulating Board, Inc. for damage to their trees and lands caused by [illegible] material flowing across their lands adjacent to the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520.

The construction plans called for wasting 137,000 cubic yards of unsuitable material adjacent to the highway roadbed at Station 111+00, which station is near the westerly end of the project. This material when excavated and deposited, flowed laterally for about 2,000 feet covering approximately 18 acres of Fir-Tex lands. The company suggested that we wait until all of the material had been placed and then make a survey of the ~~drainage~~ damage and submit a bill.

This billing is unquestionably very reasonable and I recommend that their claim be honored as set forth in their attached bill.

J. D. Walker
J. D. Walker
Division Engineer

JDW/jh

Encl.

RECEIVED

August 6, 1956

RECEIVED
AUG - 7 1956
DIVISION ENGINEER
DIVISION [illegible]

Oregon State Highway Department
Salem, Oregon

Attn: Mr. J. D. Walker
Re: Bradley Park - Wauna Project

Gentlemen:

During the early part of this year one of your contractors was responsible for the excavation of a large volume of waste material immediately adjacent to Bradley State Park. Most of the work was done during the rainy season, and the waste material, which became a gummy mess, was dumped over the cliff and spread onto our property east of the Park.

Until recently it was impossible to walk over the area to get an estimate of the damage because of the very soft condition of the mud.

Some coniferous reproduction was covered over completely and is included in the estimate. Some trees were knocked over while others had several feet of their trunks embedded in mud. The latter trees will die in a short while.

We have made a cruise of the damage and hereby submit our estimate:

Douglas Fir:	23,780 bd ft	@ 16.00/M	$380.48
Hemlock:	40,130 " "	@ 10.00/M	401.30
Spruce:	22,930 " "	@ 10.00/M	229.30
Cedar:	500 " "	@ 10.00/M	5.00
* Alder:	64,000 " "	@ 2.00/M	128.00
Damage to land:	18 acres	@ 12.50/ acre	225.00
		Total	$1,369.08

* 16 acres alder @ 4,000 bd ft/acre.

APPROVED
DIVISION ENGR.

Your ideas and estimates concerning this matter will be appreciated.

Very truly yours,

FIR-TEX INSULATING BOARD, INC.

P. N. Vance

P. N. Vance
Wood Supply Manager

PNV:ds

RECEIVED
MAY 4 - 1956
FOR FILING

BF - 221(4)

4520

May 3, 1956

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clatsop County a fully executed copy of an abandonment agreement between the State Highway Commission and Clatsop County covering the Bradley Park-Wauna Section of the ColumbiaRiver in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

Form PR 2 (Revised 1950)

CPR8-1913

State Oregon

Project No. F-221(4)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of July, 1955, a program, which was approved on the 12th day of July, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 1955, and the sum of five hundred forty-five thousand and 00/100 dollars ($545,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 105+00 and 235+00 northwest of Westport,

, length 2.454 miles, in Clatsop County, being Oregon project No. F-221(4), consisting of 2.454 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred forty-five thousand and 00/100 dollars ($545,000.00), which does not exceed the authorized Federal pro rata share of eight hundred eighty thousand, three hundred twenty-seven and 80/100 dollars ($880,327.80), the approved total estimated cost of said project.

PAYMENTS

Article V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid
Project No. F-221(4)

BRADLEY PARK-WAUNA SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 6201
2 Lane Roadway (Sta. 105+00 to Sta. 204+00)(Contract No. 4520)

Salem, Oregon, Nov. 7, 1955

All Required	Clearing and Grubbing (70%)	$	$ 73,500.00
All Required	Removal of Viaduct		5,000.00
560 cu. yds.	Drainage Excavation, Unclassified	4.00	2,240.00
889,000 cu. yds.	General Excavation, Unclassified	0.50	444,500.00
2,896,000 yd. sta.	Short Overhaul	0.005	14,480.00
182,000 C-yd.sta.	Long Overhaul	0.30	54,600.00
1.87 miles	Finishing Roadbed and Slopes	400.00	748.00
5,400 lin. ft.	Rounding Cutbanks	0.20	1,080.00
1,800 lin. ft.	18-inch Concrete Pipe	3.25	5,850.00
540 lin. ft.	18-inch Concrete Pipe, Extra Strength	3.60	1,944.00
4,500 lin. ft.	6-inch Perforated Metal Drain Pipe	1.25	5,625.00
190 cu. yds.	Special Backfill in Drains	5.00	950.00
10 only	Concrete Catch Basins	100.00	1,000.00
6,300 lin. ft.	Metal Guard Rail	2.00	12,600.00
900 lin. ft.	Salvaging and Reinstalling Guard Rail	2.00	1,800.00
45 only	Metal Sight Posts	2.80	126.00
27,200 Cu. yds.	2½" - 0 Rock in Base	1.50	40,800.00
12,100 cu. yds.	1½" - 0 Rock in Base	1.50	18,150.00
7,900 cu. yds.	3/4" - 0 Rock in Base	1.50	11,850.00
1,100 M-gal.	Sprinkling	1.50	1,650.00
1.87 miles	Preparation of Base	200.00	374.00
390 cu. yds.	3/4" - 0 Material in Binder Course	2.75	1,072.50
60 tons	RC-3 Asphalt in Binder Course	40.00	2,400.00
9,000 tons	Class "B" Asphaltic Concrete	6.00	54,000.00
18 tons	RS-1 Asphalt in Tack Coat	50.00	900.00
40 tons	150-200 Asphalt in Pavement Seal	40.00	1,600.00
450 cu. yds.	Aggregate in Pavement Seal	3.00	1,350.00
860 cu. yds.	Aggregate in Shoulders & Detour Oiling	3.00	2,580.00
70 tons	150-200 Asphalt in Shoulders & Detour Oiling	45.00	3,150.00
20 tons	RS-1 Asphalt in Shoulders & Detour Oiling	45.00	900.00
7 tons	200-300 Asphalt in Ditch Oiling	75.00	525.00
50 cu. yds.	Aggregate in Ditch Oiling	6.00	300.00
2,900 lin. ft.	Asphaltic Concrete Dikes	1.25	3,625.00
	Subtotal		$771,269.50
	10% Engr. & Cont.		77,126.95
	Total		$848,396.45

Length of Roadway 1.867 Miles
Cost of Roadway Per Mi. $454,416.95

Type Code 0010
2 Lane Roadway (Sta. 204+00 to Sta. 235+00)(Contract No. 1520)

All Required	Clearing and Grubbing (20%)	$	$ 21,000.00
220 cu. yds.	Drainage Excavation, Unclassified	4.00	880.00
2,000 cu. yds.	General Excavation, Unclassified	0.50	1,000.00
4,000 yd. sta.	Short Overhaul	0.005	20.00
0.59 mile	Finishing Roadbed and Slopes	400.00	236.00
300 lin. ft.	Rounding Cutbanks	0.20	60.00
110 lin. ft.	18" Asbestos Bonded Corr. Metal Pipe	4.25	467.50
110 lin. ft.	24" Asbestos Bonded Corr. Metal Pipe	6.50	715.00
310 lin. ft.	36" Asbestos Bonded Corr. Metal Pipe	15.00	4,650.00
	Subtotal		$ 29,028.50
	10% Engr. & Cont.		2,902.85
	Total		$ 31,931.35

Length of Roadway 0.587 Mile
Cost of Roadway Per Mi. $54,397.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
3 Lane Roadway	$848,396.45	$525,232.00	$323,164.45
2 Lane Roadway	31,931.35	19,768.00	12,163.35
	$880,327.80	$545,000.00	$335,327.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BF-221(4)

BRADLEY PARK-WAUNA SECTION

OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 26, 1955

Type Code 6201
3-lane Roadway (Sta. 105+00 to Sta. 204+00)

All Required	Clearing and Grubbing (70%)		$ 49,000.00
All Required	Removal of Viaduct		1,000.00
560 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	1,680.00
889,000 cu.yds.	General Excavation, Unclassified	0.63	560,070.00
2,896,000 yd.sta.	Short Overhaul	0.0125	36,200.00
182,000 C-yd.sta.	Long Overhaul	0.40	72,800.00
1.87 miles	Finishing Roadbed and Slopes	1,500.00	2,805.00
5,400 lin.ft.	Rounding Cutbanks	0.20	1,080.00
1,800 lin.ft.	18-inch Concrete Pipe	3.50	6,300.00
540 lin.ft.	18-inch Concrete Pipe, Extra Strength	4.00	2,160.00
4,500 lin.ft.	6-inch Perforated Metal Drain Pipe	2.00	9,000.00
190 cu.yds.	Special Backfill in Drains	5.00	950.00
10 only	Concrete Catch Basins	100.00	1,000.00
6,300 lin.ft.	Metal Guard Rail	2.40	15,120.00
900 lin.ft.	Salvaging and Reinstalling Guard Rail	1.25	1,125.00
45 only	Metal Sight Posts	2.50	112.50
27,200 cu.yds.	2½" - 0 Rock in Base	1.50	40,800.00
12,100 cu.yds.	1½" - 0 Rock in Base	1.60	19,360.00
7,900 cu.yds.	3/4" - 0 Rock in Base	1.75	13,825.00
1,100 M-gal.	Sprinkling	2.50	2,750.00
1.87 miles	Preparation of Base	200.00	374.00
390 cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,170.00
60 tons	RC-3 Asphalt in Binder Course	42.00	2,520.00
9,000 tons	Class "B" Asphaltic Concrete	6.50	58,500.00
18 tons	RS-1 Asphalt in Tack Coat	44.00	792.00
40 tons	150-200 Asphalt in Pavement Seal	44.00	1,760.00
450 cu.yds.	Aggregate in Pavement Seal	4.00	1,800.00
860 cu.yds.	Aggregate in Shoulders & Detour Oiling	4.00	3,440.00
70 tons	150-200 Asphalt in Shoulders & Detour Oiling	44.00	3,080.00
20 tons	RS-1 Asphalt in Shoulders & Detour Oiling	46.00	920.00
7 tons	200-300 Asphalt in Ditch Oiling	125.00	875.00
50 cu.yds.	Aggregate in Ditch Oiling	10.00	500.00
2,900 lin.ft.	Asphaltic Concrete Dikes	1.25	3,625.00
	Subtotal		$916,493.50
	10% Engr. & Cont.		91,649.35
	Total		$1,008,142.85

Length of Roadway 1.867 miles
Cost of Roadway per mile $539,980.07

Type Code 0010
2-lane Roadway (Sta. 204+00 to Sta. 235+00)

All Required	Clearing and Grubbing (20%)		$ 14,000.00
220 cu.yds.	Drainage Excavation, Unclassified	$ 3.00	660.00
2,000 cu.yds.	General Excavation, Unclassified	0.63	1,260.00
4,000 yd.sta.	Short Overhaul	0.0125	50.00
0.59 mile	Finishing Roadbed and Slopes	1,500.00	885.00
300 lin.ft.	Rounding Cutbanks	0.20	60.00
110 lin.ft.	18-inch Asbestos Bonded Corrugated Metal Pipe	5.00	550.00
110 lin.ft.	24-inch Asbestos Bonded Corrugated Metal Pipe	7.00	770.00
310 lin.ft.	36-inch Asbestos Bonded Corrugated Metal Pipe	13.00	4,030.00
	Subtotal		$ 22,265.00
	10% Engr. & Cont.		2,226.50
	Total		$ 24,491.50

Length of Roadway 0.587 miles
Cost of Roadway per mile $41,723.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
3-lane Roadway	$1,008,142.85	$623,845.00	$384,297.85
2-lane Roadway	24,491.50	15,155.00	9,336.50
	$1,032,634.35	$639,000.00	$393,634.35

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FORM [illegible]

RF-22 (4)

4520

6334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1956

SUBJECT: Bradley Park-Wauna
Columbia River Highway

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

With reference to your assignment No. 6334, I have contacted City & County Relations and they have indicated that they have all the necessary information to write the agreement with the County as set forth in the letter from Judge Boyington to you under date of January 16. I wish to point out that under the right of way agreement, an approach was granted at Station 183+30; which approach was limited to residential use and the removal from the property of timber products.

The connection of this county road to this approach will broaden the possible use of this; however, I do not feel that this is objectionable.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encl.

cc - Mr. J. W. Cattrall

ASSIGNMENT

Date: January 17, 1956 No. 6334 By wcw

Description: Letter of January 16 by County Judge Guy Boyington of Clatsop County asking that section of old Highway 30, Bradley Park-Wauna Project, be turned back to County when project is completed. Old section between Stations 185+00 and 195+70 on south side of hwy. of no use to them.

Acknowledged by_____ Referred to Cooper ✓

- _ Investigate and report with recommendation
- XX Such action as necessary and report
- _ Comment or recommendation
- _ Return with rough draft of reply
- _ Prepare reply for signature of Mr.________
- _ Contact correspondent and report

Remarks: Prepare necessary data for Cattrall to follow through.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-18-56 Report Received__________

---

op County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND D. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON,

NOTED
W. C. WILLIAMS

January 16, 1956

PLEASE RETURN TO
W. C. WILLIAMS

ission

Re: Reservation section old Highway No. 30, Bradley Park--Wauna Project

respectfully requests that the
, Bradley Park-Wauna Project
and 183+30 be turned back to
roject is completed.

hat the section of old highway
tion 183+30 only, but we are
his old section in order that
te and county timber lying to
the north of the highway.

May we also state that we will have no further use for the old section between Stations 185+00 and 195+70 lying on the south side of the new highway.

Thanking you for your kind consideration, we are

Yours truly,

CLATSOP COUNTY COURT

By Guy Boyington
County Judge

GB/j

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

Clatsop County

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

ASTORIA, OREGON.

NOTED
W. C. WILLIAMS

January 16, 1956

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Re: Reservation section
old Highway No. 30,
Bradley Park--Wauna
Project

Gentlemen:

Clatsop County respectfully requests that the section of old Highway 30, Bradley Park-Wauna Project between Stations 165+20 and 183+30 be turned back to us when the new highway project is completed.

We understand that the section of old highway will be accessible at Station 183+30 only, but we are requesting retention of this old section in order that we may have access to state and county timber lying to the north of the highway.

May we also state that we will have no further use for the old section between Stations 185+00 and 195+70 lying on the south side of the new highway.

Thanking you for your kind consideration, we are

Yours truly,

CLATSOP COUNTY COURT

By Guy Boyington
County Judge

GB/j

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4520

September 21, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4520, which was awarded to you on August 23 by the State Highway Commission, covering the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

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encl.

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FOR FILING

FI-221(4)
45

September 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering flagging on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Contract No. 4520, in connection with Federal Aid Project No. F-221(4).

This work is an anticipated item of the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:ch

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FOR FILING

BF-221(4)

September 15, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 7, 1955 on Contract No. 4520, Bradley Park-Wauna Section, in Clatsop County, in connection with Federal Aid Project No. BF-221(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:bb

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SEP 16 1955
FOR FILING

F-221(4)

1521

08-35

September 14, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 192, Project F-221(4), Bradley Park-Wauna, Oregon Federal-aid Primary Highway Program was approved for the Commissioner of Public Roads by Acting Deputy Commissioner Joseph Barnett, dated as of July 12, 1955.

This item will appear on the program as follows:

Item	192
County	Clatsop
Project	F-221(4)
FA Route	1
State Route	2
Termini	East end BF-135(5) east approx. 2.5 miles
Construction Costs:	
Total Cost	$1,032,600
Federal Funds	$ 639,000
State Funds	$ 393,600
Length	2.45 miles
Character of Proposed Work	Grade and drain; 2-lane high type pavement 1.9 miles; Grade and drain only 0.6 mile

Item 102, Project BF-221(4), Oregon Federal-aid Primary Program (Bond Financed) has been cancelled. This program transfer has been made in accordance with your letter of August 30, 1955.

Very truly yours,

C. G. POLK, District Engineer

By

A. F. BESTER, Supervising Highway Design Engineer

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SEP 15 1955
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Original to Mr. [illegible]

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AUG 31 1955
FOR FILING

August 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Bradley Park-Wauna Project which was programmed as Project BF-221(4) under Item No. 102 in our Bond Financed Federal-aid Primary Program and which was so contracted on August 23, 1955.

For purposes having to do with the state's practices in the distribution of work among its divisions by formula, the handling of this project as a bond project is causing us some difficulty. It is our desire, therefore, that the project be transferred from the Bond Financed Program to the regular Primary Program. Accordingly we have, by separate letter, requested programming of the project as a Federal-aid Primary Project and we are by this letter requesting withdrawal of the project as a Bond Financed Project.

Favorable action on these requests will be a considerable accommodation to us.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

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FOR FILING

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[illegible]

August 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The Bradley Park–Wauna Section was programmed in the Bond Financed Program under item number 102 and bids for the proposed work were received on August 11, 1955. It is now the state's desire to transfer the project into the Primary Federal-aid Highway Program. The reasons for this change are set forth in an accompanying letter requesting deletion of item number 102 in the Bond Financed Program.

Data for the programming of the project in the Primary Program is as follows:

Item No.	198
County	Clatsop
Project No.	F-221(4)
FA Route No.	1
State Route No.	2
Termini	West end SF-135(5) east approx. 2.5 miles.
Construction Cost:	
Total Cost	$1,032,600
Federal Funds	639,000
State Funds	393,600
Other	- -
Project Totals:	
Total Cost	$1,032,600
Federal Funds	639,000
Length	2.45 miles
Character of Proposed Work	Grade and Drain. 2-lane high type pavement 1.9 miles. Grade and Drain, only 0.6 mile.

The proposed project is to grade and drain on improved alignment and construct an asphaltic concrete pavement consisting of two 11-foot lanes with 8-foot shoulders. Truck passing lanes are to be provided on all sections of heavy grades. The paving work is to extend from the west end of the project to a connection with the present highway approximately 0.6 mile from the east end of the improvement. On this 0.6 mile section the proposed work is to grade and drain only. The paving is to be included in a later project when the improvement is extended eastward.

Traffic figures for the project are as follows:

1954 Data

ADT	800
Per cent Commercial	12%

1977 Data

ADT	1,600
Per cent Commercial	12%
30th Peak Hour	250

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

RECEIVED
SEP 6 - 1955
FOR FILING

PF-331(1)
4520

August 23, 1955

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 accepted your proposal for grading, paving; also furnishing crushed rock in stock piles on the Bradley Park-Wauna Section of the Columbia River Highway east of Astoria in Clatsop County for the sum of $844,000.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4520.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 23, 1955
4:14 p.m.

Rogers Construction Inc.
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading, paving, etc. Bradley Park-Wauna Section of Columbia River Highway, Clatsop County for which you submitted low bid on August 11, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

Very truly yours,

G. G. Folk
G. G. FOLK
District Engineer

RECEIVED
AUG 24 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG [illegible] 1955
FOR FILING
OREGON DISTRICT FF 221(1)
4-5

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

August 23, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BF-221(4), Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, we hereby concur as of this date in award of contract to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $844,000.50 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 24 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1955

FOR FILING

[illegible]

4 [illegible]

August 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving on the Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County, Project BF-221(4), to Rogers Construction, Inc. of Portland, Oregon on the basis of the bid of $644,000.50 submitted on August 11, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH:ja

RECEIVED
AUG 1 - 1955
FOR FILING
OREGON DISTRICT

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

03-35

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-221(4), Bradley Park-Wauna Section of the Columbia River Highway in Clatsop County.

This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 3 1955
STATE

RECEIVED
JUL 27 1955
FOR FILING

BF 221 (4)
4520

NOTED
W. C. WILLIAMS

08-35

July 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 102, Project BF-221(4), Oregon Federal-aid Primary Highway Program (Bond Financed) was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective July 12, 1955. Approval is in accordance with the provisions of Section 5 of the Federal Aid Highway Act of 1950.

This item will appear on the program as follows:

Item	102
County	Clatsop
Project	BF-221(4)
FA Route	1
US Route	30
State Route	2
Termini	East End BF-135(5) at Bradley Park east approx. 2.5 miles
Construction Cost:	
Total Cost	$1,200,000
Federal Funds	$ 720,000
State Funds	$ 480,000
Other Funds	- - - -
Length	2.46 miles
Character of Proposed Work	Grade, drain and 2-lane high type pavement 1.90 miles, grade and drain only 0.6 miles.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 26 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 - 1955
FOR FILING

BF 221 (4)
4520

July 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Bond Financed Federal-aid Primary Program, it is our desire to construct the Bradley Park-Wauna Section of the Columbia River Highway.

The program data for this project is as follows:

Item No.	102
County	Clatsop
Project No.	BF-221(4)
Federal Aid Route No.	1
State Route No.	2
Termini	East end BF-135(5), east approx. 2.5 miles
Construction Cost:	
Total Cost	$1,200,000
Federal Funds	720,000
State Funds	480,000
Other Funds	- -
Project Totals:	
Total Cost	$1,200,000
Federal Funds	720,000
Length	2.46 miles
Character of Proposed Work	Grade, Drain and 2-lane high type pavement, 1.90 mi. Grade and Drain only 0.6 mi.

The proposed project is to grade and drain on improved alignment and construct an asphaltic concrete pavement consisting of two

11-feet lanes with 8-feet shoulders. Truck passing lanes are to be provided on all sections of heavy grades. The paving work is to extend from the west end of the project to a connection with the present highway approximately 0.6 miles from the east end of the improvement. On this 0.6 mile section the proposed work is to grade and drain only. The paving of the section will be included in a later project when the improvement is extended eastward.

The existing highway, constructed in 1920, is an asphaltic concrete pavement 20 feet in width. This section, known locally as the Bugby Loops Section contains numerous sharp curves and is quite inadequate for present traffic needs.

Traffic figures for the project are as follows:

1954 Data

ADT	800
Per cent Commercial	12%

1974 Data

ADT	1,600
Per cent Commercial	12%
30th Peak Hour	250

A small scale map showing the location of the project is enclosed.

We would like to have this project cleared for advertising by July 26.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

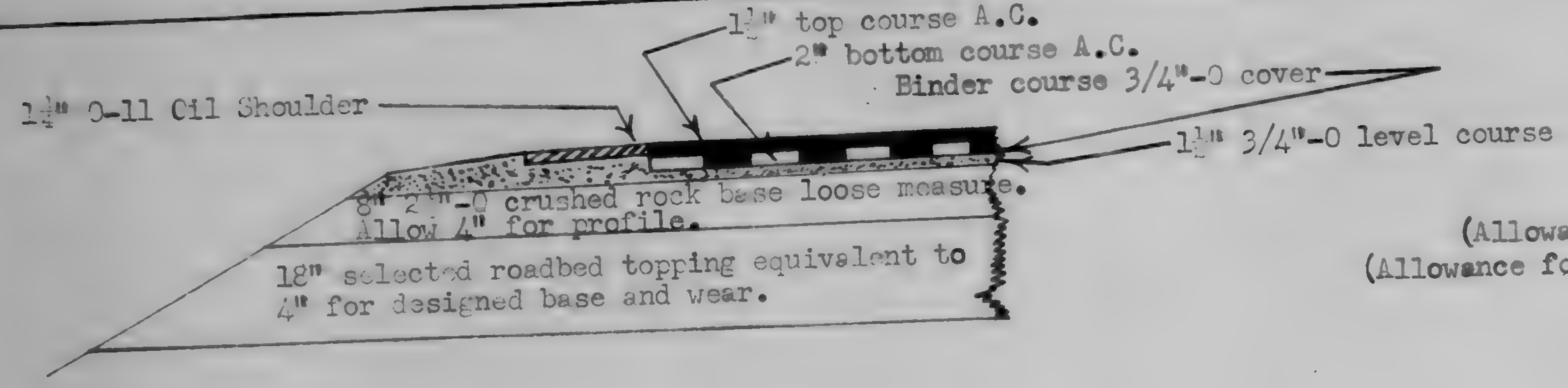
W. C. Williams
Deputy State Highway Engineer

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Bradley Park - Wauna
Highway Columbia River
County Clatsop
Prefix 4-1405
Sta. 96+00
to Sta. 204+00
Date 6-29-55
Res. Engr. D. C. King
Length of Project 2.04 Miles.

TYPICAL SECTIONS ADT Trucks - 64 Logging Traffic Classification - MH



1½" top course A.C.
2" bottom course A.C.
Binder course 3/4"-0 cover
1¼" 0-11 Oil Shoulder
1½" 3/4"-0 level course
8" 2"-0 crushed rock base loose measure.
Allow 4" for profile.
18" selected roadbed topping equivalent to
4" for designed base and wear.

(Allowance for profile 4")
(Allowance for base and wear 4")

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	A.C.
			1½	L.
			8	Base
			18	Select Roadbed Topping
13			13	

TYPICAL SOIL
29 % Pass 200
32 LL
8 PI
19 % Silt
33 "R" Value

NOTE:
Specify IL control.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
									DEGRADED		
Station 111+50, Summit Cut	364502	2.67	Rock	- - -	- - -	- - -	22.7	- - -	26	0	Base, A.C.,
" " " " "	366407	2.71	Rock	- - -	- - -	- - -	20.0	- - -	34	0	and Selected Roadbed Topping

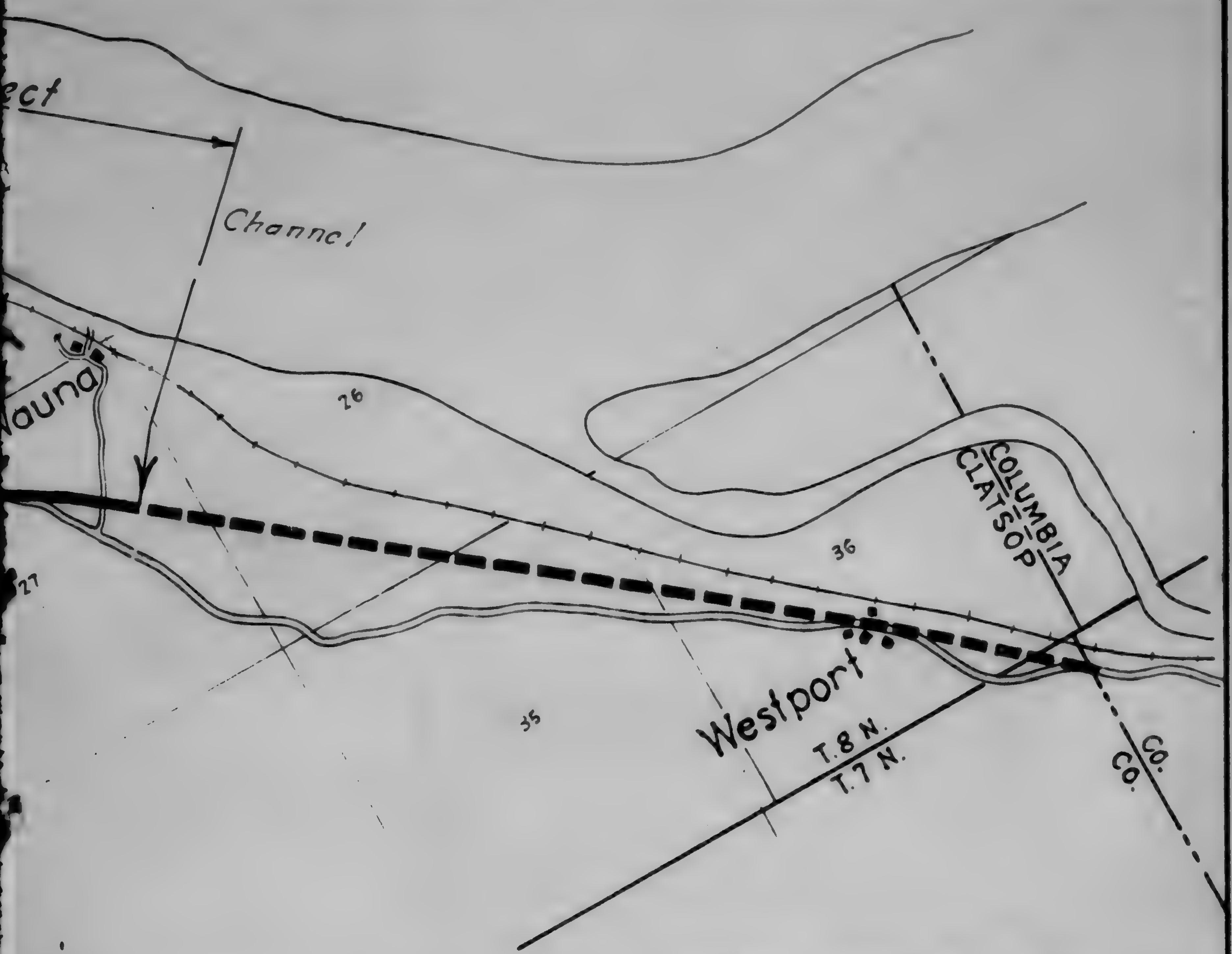
cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Gay Webber
Soils Engineer

Recommended by
Construction Engineer
Rpt.

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer



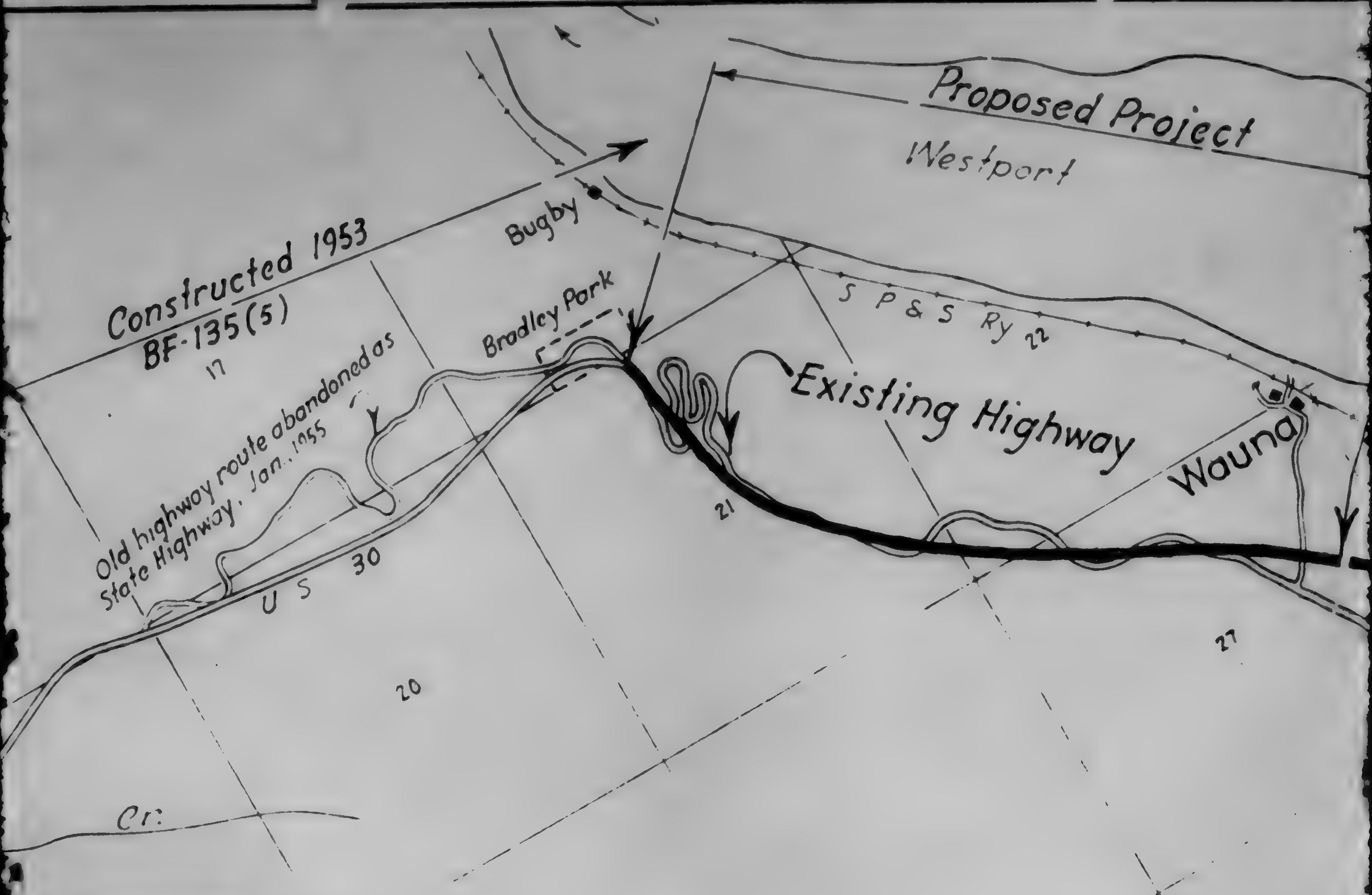
OREGON STATE HIGHWAY DEPARTMENT
Map to Accompany Program Request

BOND FINANCED FEDERAL-AID PRIMARY HIGHWAY PROJECT, ITEM NO. 102, PROJECT NO. BF-221(4)

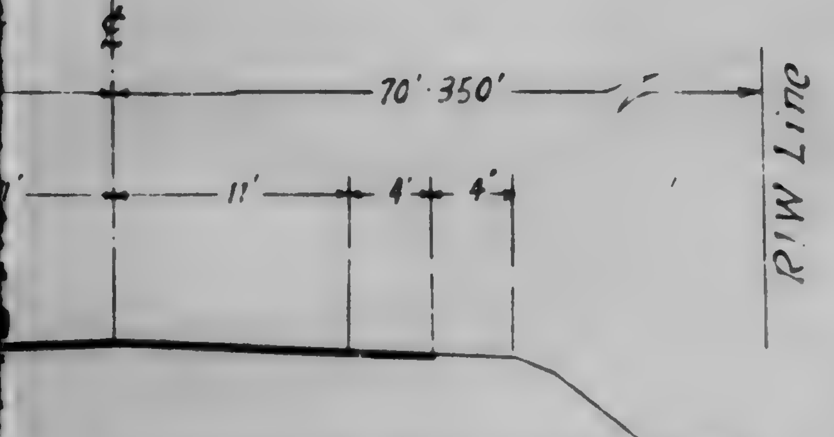
COLUMBIA RIVER HIGHWAY

CLATSOP COUNTY

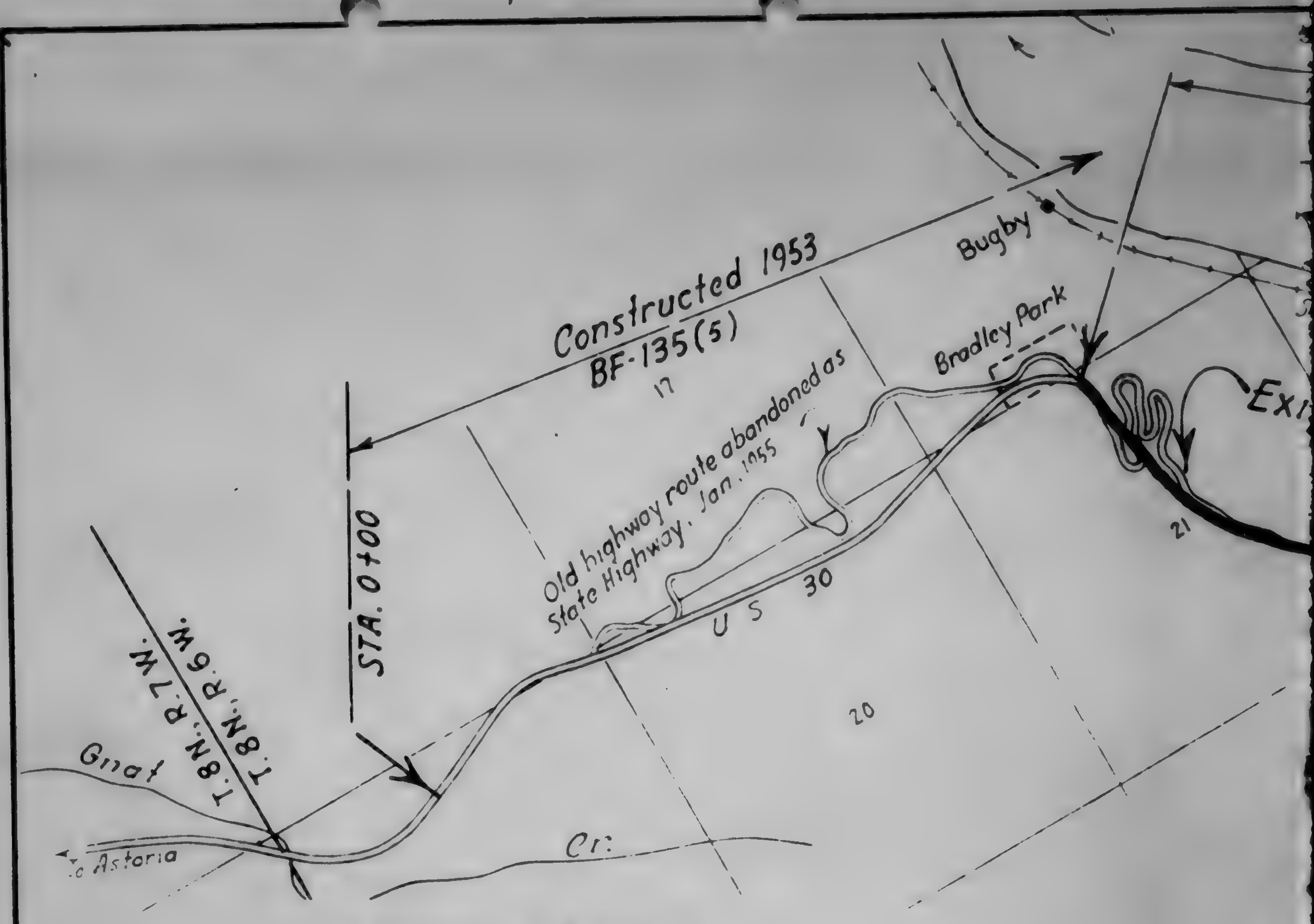
Scale: 1" = 2000'   July, 1955



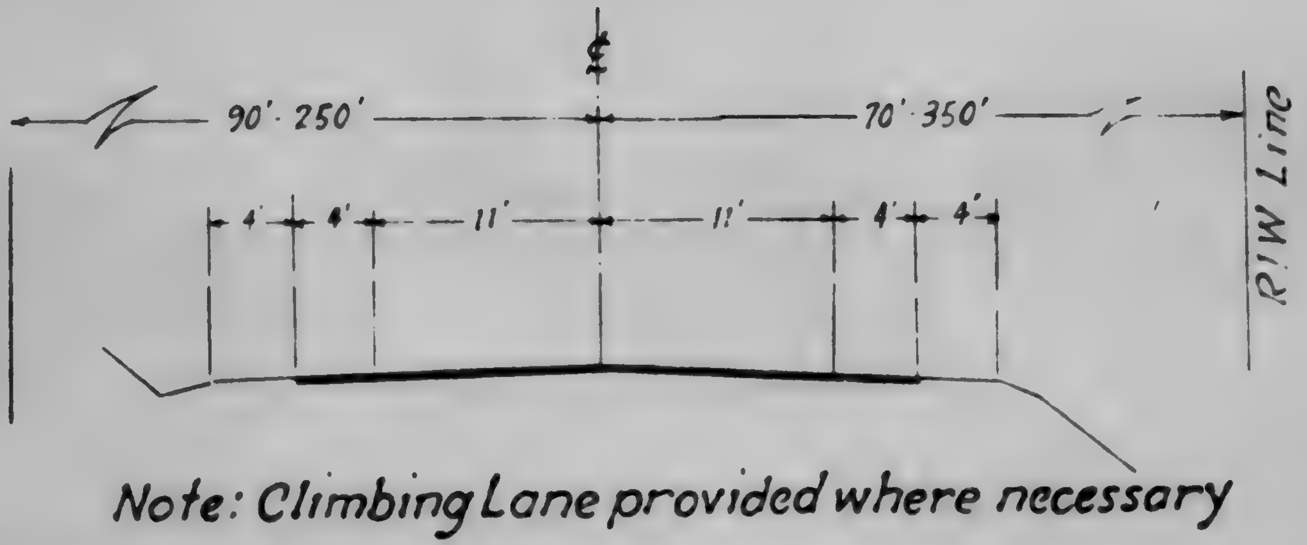
AL SECTION



Lane provided where necessary



TYPICAL SECTION



Note: Climbing Lane provided where necessary

S-204(5) Siletz River Bridge on 1955
Siletz Highway.
#4521

RECEIVED
MAR 12 1957
FOR FILING

[illegible]

4521

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 11, 1957

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on February 28 and March 1 had under discussion your request for an extension of time from December 15, 1956 to December 21, 1956 within which to complete your contract No. 4521, covering construction of the Siletz River Bridge on the Siletz Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennon,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAR 1957

FOR FILING
S-204(5)

4521

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4521	13-Final	Lee Hoffman	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4957	H-175296	$ 11,420.41	3/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Dec. 21, 1956

Completion Date: Dec. 21, 1956

Date Accepted: March 1, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-8-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 8 1957

Ruth Rawlings

HELD ON CARD

RECEIVED
FEB 2 1957
FOR FIL
S.204.5.52

4521

February 27, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4521 for constructing the Siletz River Bridge on the Siletz Highway in Lincoln County was completed by the contractor, Lee Hoffman, on December 21, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $11,420.41 will be released to the contractor after acceptance by the Commission. The total contract amount is $121,373.92, of which amount $788.80 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
FEB 13 1957
FOR FILING
S-204 (5)
4121

February 6, 1957

Request for extension of time
No. 5
February 28 and March 1 meeting

Oregon State Highway Commission

Gentlemen:

Re: Siletz River Bridge
Contract No. 4121

Lee Hoffman, contractor on the Siletz River Bridge on the Siletz Highway in Lincoln County, has requested a second extension of time from December 15, 1956, to December 21, 1956, the date of completion of the project.

Traffic cannot use this structure until the completion of the adjacent grading sometime during 1957.

It is recommended that this second extension be granted without penalty. This is a secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PHS/mm
Attached

Note: This contract does not carry the liquidated damage provisions.

RECEIVED
NOV 29 1956
FOR FILING
2-24(5)
4521

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 28, 1956

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from October 31, 1956 to December 15, 1956 within which to complete your contract No. 4521, for construction of the Siletz River Bridge on the Siletz Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

CP 83-2294

FORM PR 3 (October 1954)

RECEIVED
NOV 27 1956

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg
County Lincoln
Project No. S-204(5)

FOR FILING
S-204(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 15th day of November 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 20th day of July, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.059 - miles of bridge construction (Character of work)

between FA Rte. 22 approximately 0.8 mile north of Toledo and FA Rte. 2 in Kernville, (Control points)

consisting of 0.000 miles of roadway and one (Number) bridge totaling 0.059 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy eight thousand, and 00/100 dollars ($78,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred twenty five thousand, nine hundred sixty one and 00/100 dollars ($125,961.100).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204(5)

SILETZ RIVER BRIDGE ON THE SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1956

Type Code X061
Siletz River Bridge (Sta. 398+13.25 to Sta. 401+26.75) (Contract No. 1521)

All Required	Shoring, Cribbing, Etc.	$	$ 23,000.00
550 cu. yds.	Structural Excavation	6.00	3,300.00
50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
500 lin. ft.	Furnish Treated Timber Piling	1.20	600.00
24 only	Drive Treated Timber Piles	100.00	2,400.00
350 lin. ft.	Furnish Steel Piling	5.00	1,750.00
8 only	Drive Steel Piles	100.00	800.00
580 cu. yds.	Class "A" Concrete	60.00	34,800.00
340 cu. yds.	Class "A-A" Concrete	70.00	23,800.00
118,000 lbs.	Metal Reinforcement	0.12	14,160.00
All Required	Miscellaneous Metal		1,400.00
All Required	Prestressing Reinforcement and Prestressing		18,000.00
			$124,510.00
	Less Damages Recovered on Old Bridge		10,000.00
		Subtotal	$114,510.00
		10% Engr. & Cont.	11,451.00
		Total	$125,961.00

Length of Structure 0.059 Mile

Federal Funds..	$ 78,000.00
State Funds..	47,961.00
	$125,961.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-204(5)

SILETZ RIVER BRIDGE ON THE
SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1956

Type Code X062
Siletz River Bridge (Sta. 398+13.25 to Sta. 401+26.75)(Contract No. 4521)

All Required	Shoring, Cribbing, Etc.	$	$ 23,000.00
550 cu. yds.	Structural Excavation	6.00	3,300.00
50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
500 lin. ft.	Furnish Treated Timber Piling	1.20	600.00
24 only	Drive Treated Timber Piles	100.00	2,400.00
350 lin. ft.	Furnish Steel Piling	5.00	1,750.00
8 only	Drive Steel Piles	100.00	800.00
580 cu. yds.	Class "A" Concrete	60.00	34,800.00
340 cu. yds.	Class "A-A" Concrete	70.00	23,800.00
118,000 lbs.	Metal Reinforcement	0.12	14,160.00
All Required	Miscellaneous Metal		1,400.00
All Required	Prestressing Reinforcement and Prestressing		18,000.00
			$124,510.00
	Less Damages Recovered on Old Bridge		10,000.00
		Subtotal	$114,510.00
		10% Engr. & Cont.	11,451.00
		Total	$125,961.00

Length of Structure 0.059 Mile

Federal Funds..	$ 78,000.00
State Funds..	47,961.00
	$125,961.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 30 1956
FOR FILING

S-204 (3)

[illegible]-1

October 24, 1956

Request for Extension of time
No. 22
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: Siletz River Bridge
in Lincoln County
Contract No. 4521

Leo Hoffman, contractor on the Siletz River Bridge on the Siletz Secondary Highway in Lincoln County, has requested a second extension of time from October 31, 1956, to December 15, 1956, in which to complete the project.

The contractor has been unable to secure sufficient skilled labor due to increased construction activities in the vicinity of Toledo. This lack of manpower has caused a further delay in the completion of the structure. At the present time all concrete work has been completed and the remainder of the work will consist of finishing concrete surfaces and cleaning up the job site. The bridge is ready for use but traffic cannot be routed over it until the adjacent grading contractor has completed his work.

It is recommended that this second extension be granted without penalty. This is a Federal-aid secondary highway project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

PMG/mm

Attached

A

RECEIVED
JUL 20 1956
FOR FILING

S-204(5)

4521

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 1956

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from July 31, 1956 to October 31, 1956 within which to complete your contract No. 4521, for constructing the Siletz River Bridge on the Siletz Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Keenan,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

5

RECEIVED
JUL 2 1956
FOR FILING

S-204/51

X [illegible]

June 20, 1956

Request for extension of time
No. 5
July 12 and 13 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Siletz River Bridge
Contract No. [illegible]

Lee Hoffman, contractor on the Siletz River Bridge in Lincoln County, has requested an extension of time from July 31, 1956, to October 31, 1956, in which to complete the contract.

Evidently, our specified completion date was unrealistic as the contractor has worked to a good advantage during all periods of suitable weather and has made satisfactory progress on the project. We could not expect this contractor to place falsework for this prestressed span in this river until all danger from high water had passed.

It is recommended that this extension of time be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PHE/dp

Attached

RECEIVED
DEC 20 1955
FOR FILING

3-2445
4521

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Nov. 30, 1955

Lesser, Jeffers & Esson, Inc.
Portland Trust Building
Portland 4, Oregon

Attention: Mr. E. C. Lesser

Dear Sir:

Re: Our File CAO-55-77
Accident: 5/6/55
Siletz Bridge
Leo G. Brownley
Your File G9622

Receipt is acknowledged of New Amsterdam Casualty Company draft No. G90874B in the amount of $10,000.00, payable to the Oregon State Highway Commission, in full and complete settlement of any and all claims arising out of the above noted accident.

We take this opportunity to thank you for your courtesy and cooperation toward settlement of this matter, and we are today forwarding said draft to our Accounting Department for final disposition.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
FLORENCE R. CARTER

FRC
Enclosure

cc- Mr. C. H. Maison
Mr. John A. Phillips
Mr. W. W. Stiffler
Mr. I. A. DeFrance
Mr. P. M. Stephenson

NOTED
W. W. STIFFLER

RECEIVED
NOV 2 1955
FOR FILING

FORM E-38X—50,000—10-54—7946

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

SUBJECT: 114 - Damage to Siletz River Bridge, MP 24.59, Siletz Secondary #181 - May 6, 1955

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Attached hereto is a tabulation in duplicate of costs incurred by the Newport Section Crew for hauling and placing revetment rock in the timber cribs around the pile trestles of the temporary bridge structure over the Siletz River.

These costs are in addition to those previously submitted for referral to the Legal Division.

Copies of transmittal letters from J. A. Bond, DMS, and J. D. Walker, Division Engineer, are also attached.

Very truly yours,

E. A. Collier
Maintenance Engineer

By John A. Phillips
John A. Phillips
Assistant Office Engineer

JAP:jse

Enclosure

RECEIVED
NOV 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

"ADDITIONAL STATEMENT"

"DAMAGE TO SILETZ RIVER BRIDGE AT M.P. 24.6 ON THE OREGON SILETZ SECONDARY HIGHWAY ON MAY 6,1955 CAUSED BY LOGS FALLING FROM A LOG TRUCK ONTO THE SPAN".

"Costs incurred by Newport Section Crew; loading,hauling and dumping revetment rock around the pile trestles of the bridge."

LABOR:

ALEXANDER GALLAGHER @ $400.00 per month:
9/15/55: 8 Hrs. S.T. = $13.33
10/5/55 : 8 Hrs. S.T. = 12.90
$26.23

VINCENT M. CORDLE @ $272.00 per month:
9/15&20 to 29/55,inc'l.:88 Hrs.S.T. = $99.73
10/1-4-5/55: 24 Hrs.S.T. = 26.32
$126.05

JAMES M. BEYERLE @ $309.00 per month:
10/5/55: 8 Hrs.S.T. = $9.96 $9.96

BERNARD F. GRUBBS @ $261.00 per month:
9/23 to 29/55,inc'l.: 56 Hrs.S.T. = $60.90 $60.90

JOE C. VOLCKERS @ $309.00 per month:
10/5/55: 8 Hrs.S.T. = $9.96
$9.96
$233.10

7.8% for Vacation and Sick Leave Account = $18.18
2.28% " State Industrial Accident = 5.31
5% " Retirement Fund Account 11.66
Total Labor % = $35.15 35.15

MATERIALS: No Cost (Obtained rock from State owned quarry at Iron Mt.).

OSHD EQUIPMENT USED ON THE JOB:
Chevrolet Truck #51-302: 10 Shifts @ $5.50 per shift = $55.00 55.00
9/20 to 9/30/55,inc'l.(Less Sat.&Sun.);&10/5/55.
International Truck #53-501: 5 Shifts @ $5.50 per " = $27.50 27.50
9/23 to 9/28/55,inc'l.(Less Sat.&Sun.);&10/5/55.
Scoopmobile(Loader)#50-843: 8 Shifts @ $12.00 per " = $96.00 96.00
9/23 to 9/30,inc'l.(Less Sat.&Sun.);& 10/4-5/55.
Chevrolet Truck #51-235: 1 Shift @ $5.50 per " = $5.50 5.50
10/5/55.

SUPPLIES:
Gasoline for above Equipment:-
24 Shifts @ 5 Gals. per shift = 120 Gals @ .2115¢ = $25.38 25.38
TOTAL = $477.63
10% for Overhead and Supervision: = 47.76
TOTAL,THIS REPORT = $525.39

TOTAL PREVIOUS REPORT = $589.82

Credit:121-4463-152(TOTAL DAMAGE COSTS,NEWPORT SEC. = $1,115.21
" " "(25).

NOTE: (See Daily Report of 9/15/55 for Oiling Crew #1 for cost of rock hauling done by their trucks).

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$9.96
$233.10

7.8% for Vacation and Sick Leave Account = $18.18
2.28% " State Industrial Accident = 5.31
5% " Retirement Fund Account 11.66
Total Labor $ = $3 5.15 35.15

MATERIALS: No Cost (Obtained rock from State owned quarry at Iron Mt.).

OSHD EQUIPMENT USED ON THE JOB:

Chevrolet Truck #51-302: 10 Shifts @ $5.50 per shift = $55.00 55.00
9/20 to 9/30/55,inc'l.(Less Sat.&Sun.);&10/5/55.
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TOTAL = $477.63
10% for Overhead and Supervision: = 47.76
TOTAL,THIS REPORT = $525.39
TOTAL PREVIOUS REPORT = = $589.82
TOTAL DAMAGE COSTS,NEWPORT SEC. = $1,115.21

Credit:121-4463-152(
" " "(25)

NOTE: (See Daily Report of 9/15/55 for Oiling Crew #1 for cost of rock hauling done by their trucks).

FORM 230—50M—2-55—02996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1955

SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer

Dear Sir:

Herewith four copies of statement of cost incurred by the Newport section crew in hauling and placing rock in the timber cribs at a temporary bridge across the Siletz River, Milepost 24.6 on the Siletz Secondary Highway.

This is submitted in order that you will have the information in connection with the payment of damage to structures.

A copy of Mr. Bond's letter is attached.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM

FORM E-30X—50,000—10-54—79464

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

District Maintenance Office 2-B
Tillamook, Oregon
October 14, 1955

SUBJECT:

To:

J. D. Walker
Division Engineer,
Salem, Oregon

RECEIVED
OCT 17 1955
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Herewith 4 copies of a statement of the cost incurred by the Newport section crew in hauling and placing rock at the temporary Siletz Bridge MP. 24.6. This was used for filling the timber cribs and grouting the footings on each side. Most of this rock was loaded by the county shovel at no cost to the state. As far as I know, this completes the repair work which would involve the section crew.

Very truly yours,

John A. Bond
Dist. Maint. Supt.

JAB/map
cc: G. Anderson

RECEIVED
OCT 17 1955
FOR FILING

[illegible]

4521

AGENDA
NOV 3 1955

2-4a

Oct. 14, 1955

Mr. Ben R. Chandler, Chairman
State Highway Commission
P.O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds
State Highway Commissioner
P.O. Box 898
LaGrande, Oregon

Mr. M. K. McIver
State Highway Commissioner
255 S.W. Broadway
Portland 5, Oregon

Gentlemen:

Re: Our File [illegible]-55-77
Claim for damages to
Siletz River Bridge south-
west of Siletz on Highway
No. 229.

At approximately 2:30 P.M. on May 6, 1955, the steel bridge crossing the Siletz River at the south border of the city of Siletz, and being located at Mile Post 24.6 of Siletz Secondary Highway No. 229, was extensively damaged when a load of logs fell on the span. The damaged bridge was unsafe and was therefore eliminated, and an emergency Bailey bridge was erected. The damage to the State is as follows:

Cost of erecting the emergency Bailey Bridge and dismantling same	$[illegible],777.96
Depreciation of the Bailey Bridge while in use computed as being fourteen months from May 12, 1955	1,633.34
Value of the Siletz Bridge based on replacement cost and remaining life of former bridge	[illegible]1,964.40
Total damage claim of the State	$4[illegible],375.70

The damage resulted when Edward John King, of Box 77, Seal Rocks, Oregon, age twenty-one, was driving an International truck

C.C.P.

and trailer belonging to Leo G. Brownley of Waldport, Oregon, approached the bridge from the north with an off-center load of logs. The approach to the bridge from the north has a left turn immediately before entering on the bridge. The combination of the off-center load and the speed with which the turn was negotiated, caused the load to crash into the side beams of the bridge.

An investigation of the accident revealed that no vehicle was involved in the accident other than the International truck and trailer belonging to Leo G. Brownley. A check of Leo G. Brownley disclosed that he carried the required $10,000.00 property damage liability insurance with the New Amsterdam Casualty Company. A further check revealed that while judgment could be obtained against Leo G. Bromley and Edward John King, such judgments would, for all practical purposes, be valueless.

Negotiations with the Insurance Company brought an offer from the Company to pay the full $10,000.00 property damage liability carried on the policy providing the Insurance Company would not have to defend any legal action. Immediate action was not taken on this offer of settlement because it was not made in writing, and efforts were still being made to recover additional damage. Efforts to make additional recovery were based upon information received during the investigation, which lead the Department to believe that there was faulty construction of a private haul road, which in turn necessitated loading the logs with the greater weight on the left side of the vehicle.

It was originally thought that it might be possible to establish negligence in the loading, and then recover from the logger who was responsible for the loading. A check of the road through the Field Safety Investigator for the State Industrial Accident Insurance disclosed that in his opinion the road was properly constructed.

With expert opinion being able to establish that there was no negligence on the part of the loader, any possibility of collecting from anyone but the operator of the log truck vanished. We therefore seek your approval of the settlement with the New Amsterdam Casualty Company for $10,000.00. This settlement will make it necessary to grant the Insurance Company a full release, which means the abandonment of approximately $32,375.70, the balance of our claim over and above $10,000.00.

We recommend this action because we feel that we will be unable to collect any sum from either Leo G. Brownley, the owner of the truck, or from Edward John King, the driver of the truck, and that if there were any collection from either of these parties, it would not be in a sum sufficient to warrant an extensive legal action, coupled with the possibility of jeopardizing our recovery from the Insurance Company. Your immediate approval or rejection of the proposed action would be appreciated.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

C. W. ENFIELD
Chief Counsel

CWE:[illegible]

RECEIVED
SEP 9 1955

~~FOR FILING~~

S-204(5)
4521

September 8, 1955

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4521 awarded to you by the State Highway Commission on August 23, for constructing Siletz River Bridge on the Siletz Highway in Lincoln County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl
encl.

RECEIVED
SEP 6 - 1955
FOR FILING

August 23, 1955

Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission on August 11, 1955 accepted your proposal for the Siletz River Bridge on the Siletz Highway in Lincoln County for the sum of $124,510.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4541.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
N. G. Smith
S. N. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Lee Hoffman
Beaverton, Oregon

Salem, Oregon
August 23, 1955
4:15 p.m.

Contract for Siletz River Bridge on Siletz Highway, Lincoln County, for which you submitted low bid on August 11, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
AUG 4 1955
STATE

RECEIVED
AUG 5 - 1955
FOR FILING

S-204(5)
[illegible]

Cross Referenced To:
[illegible]

Cross Referenced To:
[illegible]

NOTED
W. C. WILLIAMS

08-35

August 3, 195

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change relative to Item 349, Project S-204(5), Siletz River Bridge, Federal-aid Secondary Highway Program, was approved effective August 1, 1955. The total cost will now show $130,000, Federal funds $78,000, State funds $52,000, mileage 0.06, and character of proposed work one concrete bridge, length 313 feet.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
AUG 4 1955
STATE

RECEIVED
JUL 30 1955
FOR FILING

[illegible]
[illegible]

Salem, Oregon
July 28, 1955

Cross Referenced To:
[illegible]

Cross Referenced To:
[illegible]

Mr. C. W. Enfield
Chief Counsel

Attached are rough drafts of an abandonment agreement and companion resolution covering the Siletz Bridge Section in Lincoln County. Please prepare ten copies each of the agreement and resolution in addition to any required by the Legal Division. The County and City Relations Division will furnish additional copies of the map exhibit.

Inasmuch as this project will be up for bids at the August 11-12 Commission meeting it would be appreciated if these instruments could be prepared as soon as possible in order to be processed before that time.

W. C. Williams
Deputy State Highway Engineer

RHP:mm
Att.

cc: J. W. Cattrall

FORM E-90 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a suggested letter to the Legal Division requesting the preparation of an abandonment agreement and companion resolution between the State, Lincoln County, and the City of Siletz covering the Siletz Bridge Section in Lincoln County.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

RECEIVED
JUL 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Enclosed is a suggested letter to the B.P.R. requesting approval of a minor change in the route of FAS 196, the Siletz State Secondary, to coincide with the proposed relocation at the Siletz River bridge site.

If satisfactory, three copies of the letter and map attachments should be forwarded to the B.P.R.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
Encl.

RECEIVED
JUL 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1955
FOR FILING

08-35

-5

July 26, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 349, Project S-204(5), Siletz River Bridge, Oregon Federal-aid Secondary Highway Program, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner H. B. Christensen effective July 20, 1955. Approval is with the understanding that satisfactory provisions will be made for the construction of surfaced approach roads leading to the proposed bridge. Approval is also with the understanding that any damages collectable from the owner of the logging truck or under any insurance coverage, applicable to the destroyed bridge, are to be deducted from the total cost of this project and Federal-aid funds will participate only in the remaining cost.

We would appreciate advice from you that the above conditions are acceptable.

This item will appear on the program as follows:

Item	349
County	Lincoln
Project	S-204(5)
FAS Route	196
SSH Route	181
Termini	Crossing of Siletz River at south city limits of Siletz
Construction Cost:	
Total Cost	$100,000
Federal Funds	$ 60,000
State Funds	$ 40,000
Other Funds	-
Length	0.06 miles
Character of Proposed Work	Reinforced concrete deck girder bridge, length 310 ft.

Very truly yours,

C. G. POLK
District Engineer

Copy to
Mr. Probert

RECEIVED
JUL 27 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1955
FOR FILING

[illegible]
[illegible]

4d
6-30-55

July 26, 1955

Mr. M. S. Collins
Secretary-Treasurer
Siletz Chamber of Commerce
Siletz, Oregon

Dear Mr. Collins:

Reference is made to the petition which you forwarded to the State Highway Commission some time ago in which the Commission is requested to proceed at once to replace the old steel bridge at the south approach to your city with a new concrete structure. The petition was referred to the State Highway Engineer for report to the State Highway Commission. An investigation has been made of the project and the findings were reported to the Commission by the Engineer at its last meeting.

It appears from the report that to build a new bridge on the proper location will involve construction of approximately one mile of highway on new location, and that the cost to build such one mile section, and the bridge, is estimated at $275,000. He pointed out that the new bridge is a necessity and he recommended approval of the project and that he be authorized to advertise the bridge structure only for bids to be received by the Commission at its meeting in August. The bridge, incidentally, is estimated to cost $175,000.

You will be pleased to know that the Commission adopted the recommendation. No action was taken by the Commission at this time relative to constructing the one mile section.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:lg

July 26, 1955

Mr. Walter Pompel, Master
Siletz Valley Grange No. 558
Siletz, Oregon

Dear Mr. Pompel:

Reference is made to the petition which you forwarded to the State Highway Commission some time ago in which the Commission is requested to proceed at once to replace the old steel bridge at the south approach to your city with a new concrete structure. The petition was referred to the State Highway Engineer for report to the State Highway Commission. An investigation has been made of the project and the findings were reported to the Commission by the Engineer at its last meeting.

It appears from the report that to build a new bridge on the proper location will involve construction of approximately one mile of highway on new location, and that the cost to build such one mile section, and the bridge, is estimated at $275,000. He pointed out that the new bridge is a necessity and he recommended approval of the project and that he be authorized to advertise the bridge structure only for bids to be received by the Commission at its meeting in August. The bridge, incidentally, is estimated to cost $175,000.

You will be pleased to know that the Commission adopted the recommendation. No action was taken by the Commission at this time relative to constructing the one mile section.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:lg

RECEIVED
JUN 8 1955
FOR FILING

Const
Bridges
[illegible]

June 7, 1955

Oregon State Highway Commission

Gentlemen:

The Secretary has furnished to you, under dates of May 11 and May 16, requests from the Siletz Chamber of Commerce and the Siletz Valley Grange having reference to construction of a new bridge to replace the one recently destroyed by a log truck.

Realizing the necessity of building a new bridge, we are making a survey, and the location proposed is approximately as requested in the two petitions. However, there is no requirement for a four-lane bridge, and such is not being considered.

To build a new bridge on proper location, which would involve approximately one mile of new location, will cost approximately $275,000. We are making a study of the possibility of financing this bridge as well as one across the Snake River at Nyssa, and I will report to you at or before the next meeting in relation thereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson

WCW:me lg

report pending

May 16, 1955

Mr. Walter Pompel, Master
Siletz Valley Grange No. 558
Siletz, Oregon

Dear Mr. Pompel:

Received in today's mail was a copy of the resolution that was adopted by Siletz Valley Grange No. 558 on May 7, in which the State Highway Commission is requested to consider construction of a new bridge across the Siletz River on Secondary Highway No. 229, as a replacement for the existing bridge which it is alleged needs extensive repairs, is too narrow for the traffic that it carries, and is in an incorrect location.

I shall bring the resolution to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

RESOLUTION

Whereas the damage to the bridge across the Siletz River on the Toledo-Siletz State Secondary Highway, No. 229, necessitates extensive repairs; and,

Whereas the present bridge is too narrow for the traffic of log trucks, timber workers, farmers, residents, supply trucks, and tourists; and,

Whereas oil surfacing of the State Secondary Highway, No. 229, north of the town of Siletz to Kernville will greatly increase traffic over this bridge; and,

Whereas the approaches to the present bridge are located in sharp curves; and,

Whereas there is a possibility for eliminating some of the curves between the present bridge and the town of Siletz; and,

Whereas there is a more favorable location for a bridge across the Siletz River south of the town of Siletz: Now, therefore, be it

Resolved, That the members of Siletz Valley Grange, No. 558, favor the construction of a new bridge across the Siletz River south of the town of Siletz; and be it further

Resolved, That the State Highway Commission is respectfully requested to give careful consideration to constructing a new bridge, and to study the possibilities of a site for a new bridge immediately south of the town of Siletz where State Secondary Highway, No. 229, first curves southwest to follow the north bank of the Siletz River to the present bridge.

This resolution adopted at a regular meeting of the Siletz Valley Grange, No. 558, on May 7th, 1955.

Walter Gompel
Master

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
MAY 16 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

Attached is a reconnaissance survey map of the Siletz-Toledo Section of the Siletz Secondary Highway in Lincoln County.

We are at present engaged in making a location survey of the section from "D" to "H" in order to replace the bridge recently destroyed in a logging truck accident. At the same time, Mr. Wright has spent some time studying the routes recommended by Waller and I have also been over them with him. We are both inclined to believe that the most favorable eventual route is that from "D" to "G" via Olalla Creek, and I would like to recommend that a survey be made next winter.

There is some possibility of a water main being constructed along this route to supply Toledo. We will obtain what information we can on this; however, feel that it would be wise to make the survey before plans for the main are too far advanced.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AM

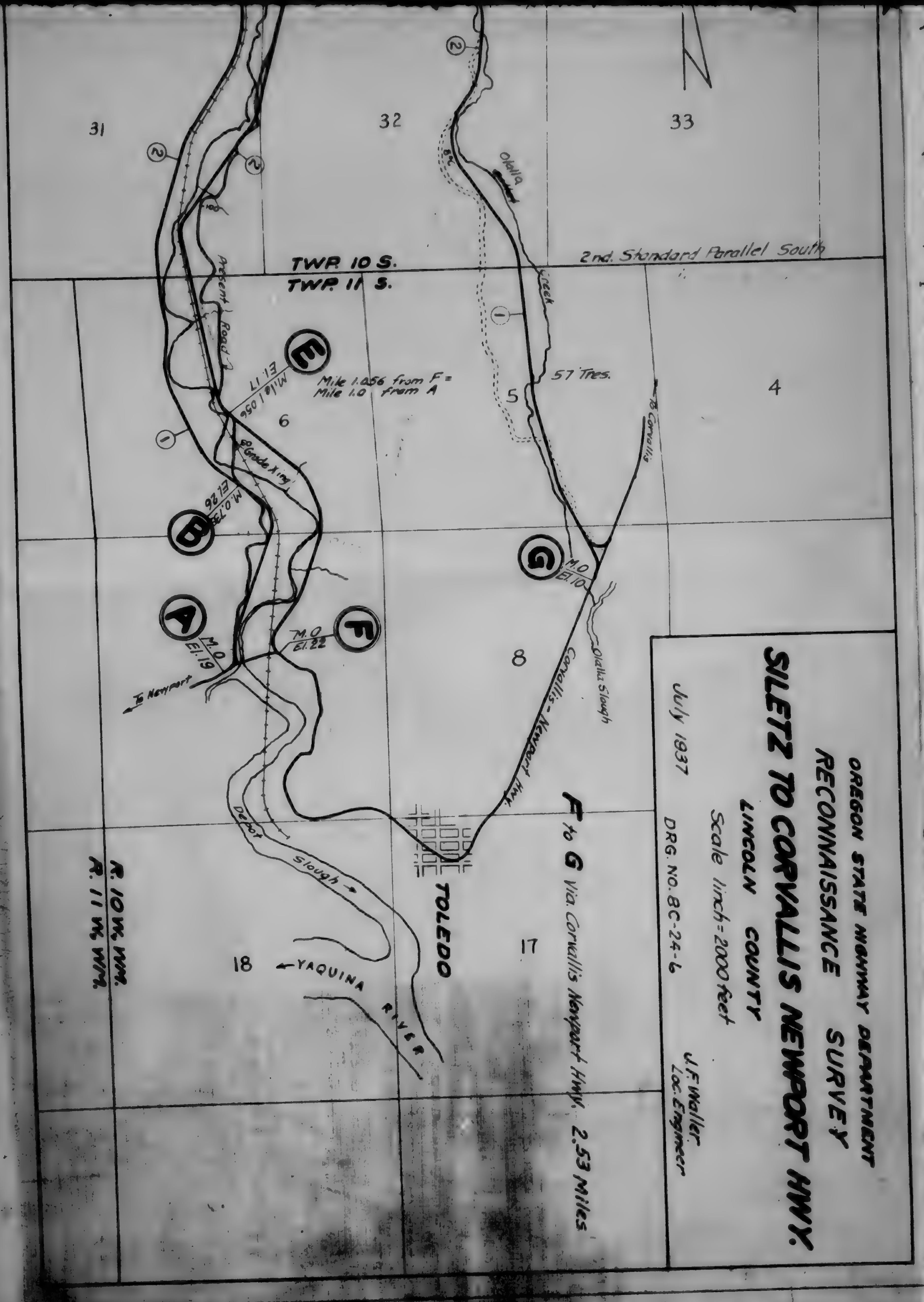
[illegible] could be
along Olalla [illegible] next winter
[illegible]

HGS

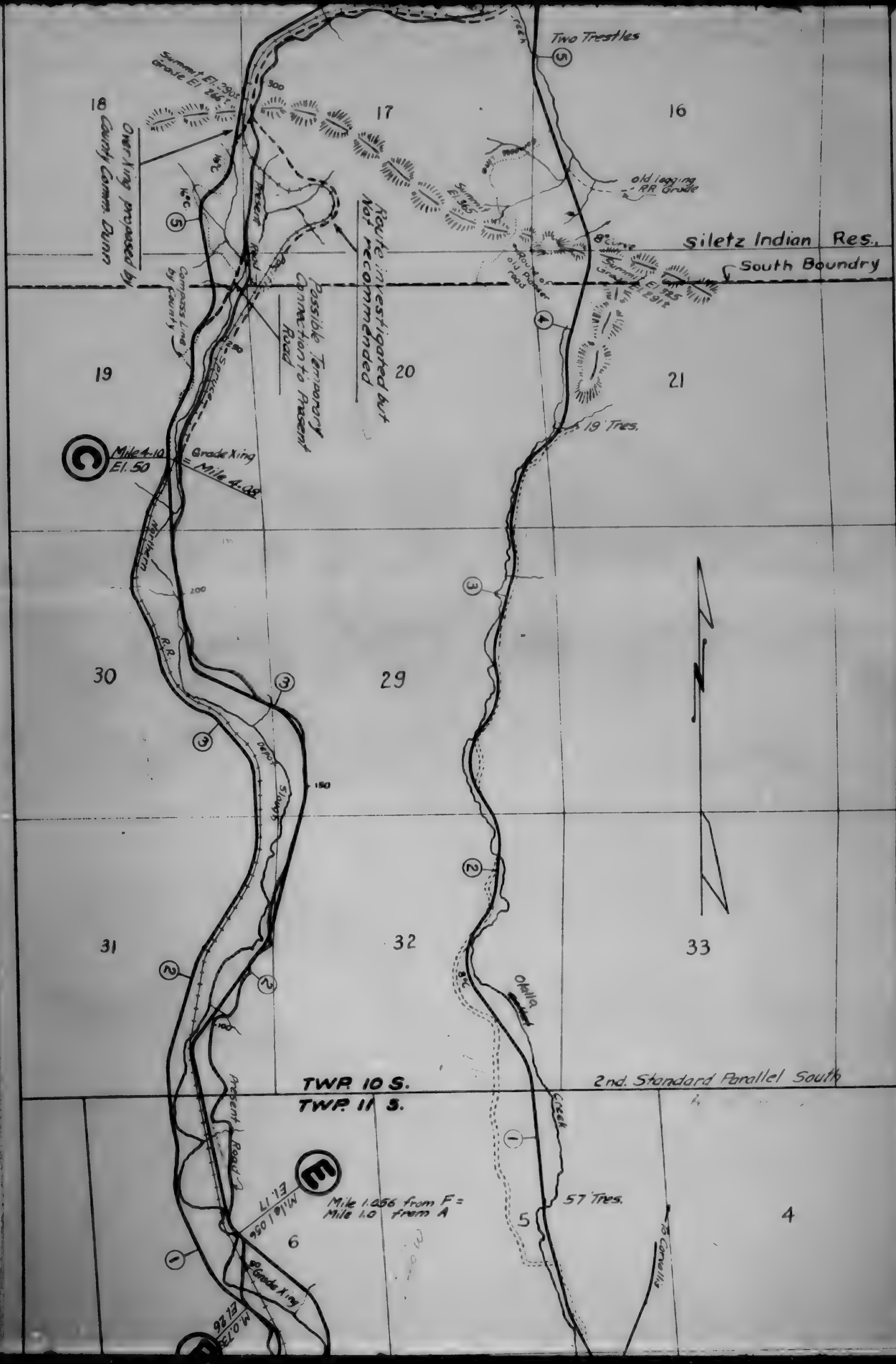
REFERRED TO
Williams
By Construction Engineer

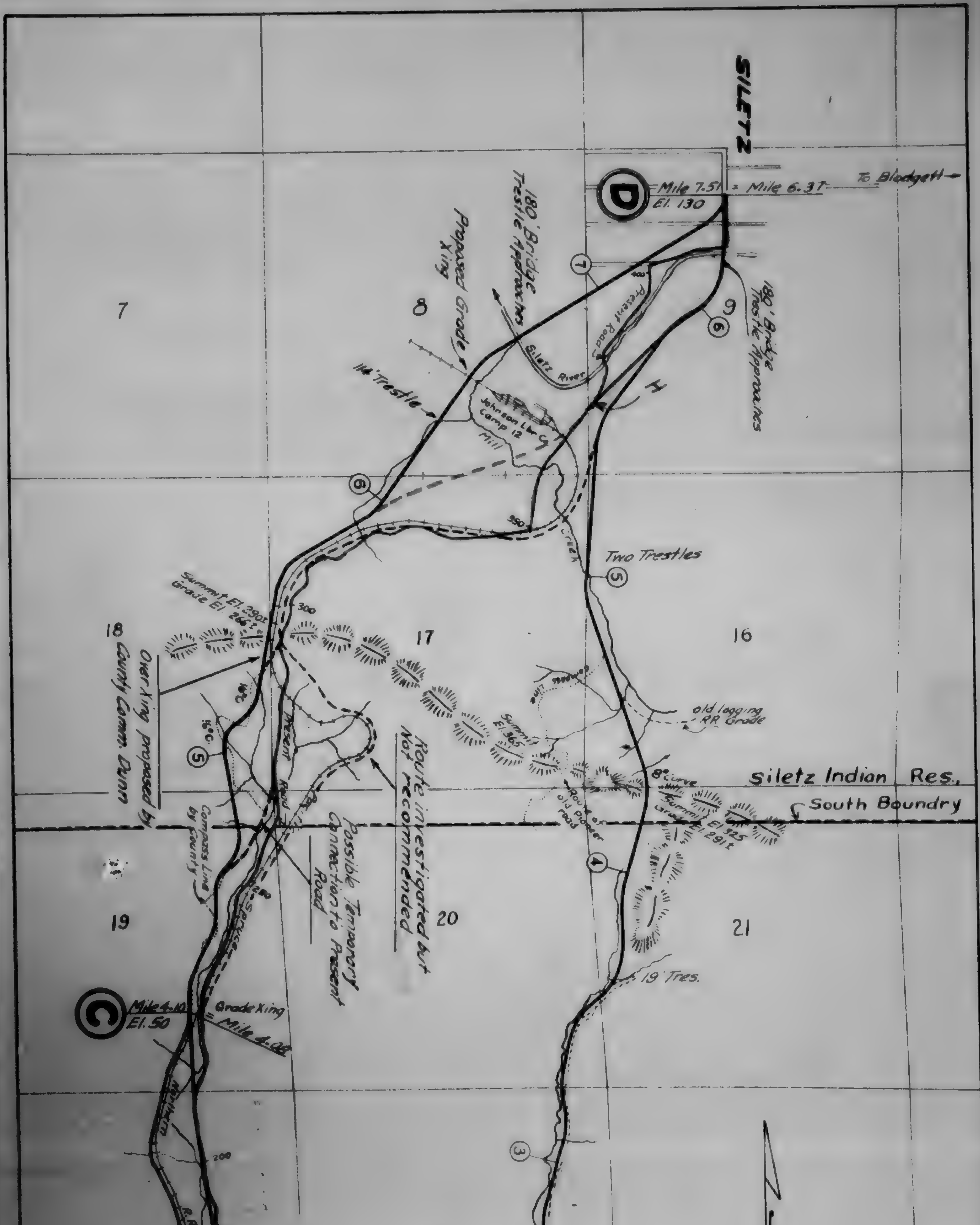
NOTED
FORREST COOPER

RECEIVED
MAY 16 1955
OFFICE OF
CONSTRUCTION ENGINEER



OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SURVEY
SILETZ TO CORVALLIS NEWPORT HWY.
LINCOLN COUNTY
Scale 1 inch = 2000 feet
July 1937
DRG. NO. BC-24-6
J.F. Waller
Loc. Engineer


Two Trestles
⑤
Summit El. 290±
Grade El. 266±
300
18
17
16
Over Xing proposed by County Comm. Dunn
Present Road
Route investigated but not recommended
Summit El. 365
old logging RR Grade
8° Curve
Siletz Indian Res.
South Boundry
Route of old Pioneer road
Summit Grade El. 291±
El. 325
④
Compass Line by County
Possible Temporary Connection to Present Road
280
19
20
21
19' Tres.
Mile 4.10
El. 50
Grade Xing
Mile 4.08
200
R.R.
③
30
29
Depot
Slough
150
②
31
32
33
100
8°C
Olalla
TWP. 10 S.
TWP. 11 S.
2nd. Standard Parallel South
Present Road
Creek
①
E
El. 17
Mile 1.056
Mile 1.056 from F =
Mile 1.0 from A
57' Tres.
6
5
4
To Corvallis
8° Grade Xing
M. 0.73
El. 26


SILETZ
To Blodgett
D
Mile 7.51 = Mile 6.37
El. 130
180' Bridge Trestle Approaches
Proposed Grade Xing
180' Bridge Trestle Approaches
7
8
9
7
6
Present Road
Siletz River
H
114' Trestle
Johnson Lbr Co Camp 12
Mill
6
950
Creek
Two Trestles
5
Summit El. 290±
Grade El. 266±
300
18
17
16
Over Xing proposed by County Comm. Dunn
19°C.
16°C.
5
Present Road
Route investigated but Not recommended
Summit El. 365
old logging RR Grade
8° Curve
Siletz Indian Res.
South Boundry
Route of old Pioneer road
Summit El 325
Grade El. 291±
Compass Line by County
Possible Temporary Connection to Present Road
280
4
19
20
21
19' Tres.
C
Mile 4.10
El. 50
Grade Xing
= Mile 4.08
200
R.R.
3
3
3
30
29

report pending

May 11, 1955

Mr. M. S. Collins
Secretary-Treasurer
Siletz Chamber of Commerce
Siletz, Oregon

Dear Mr. Collins:

Received in today's mail was your letter of May 10, 1955 transmitting a petition, signed by numerous citizens of Siletz and the surrounding territory, in which the State Highway Commission is requested to proceed at once to replace the old steel bridge at the south approach to Siletz with a four lane concrete structure.

Copies of your letter and petition will be sent to the members of the State Highway Commission and to the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Commissioners
R. H. Baldock

SILETZ CHAMBER OF COMMERCE
SILETZ, OREGON

May 10, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The Siletz Ch. of Com. gathered the enclosed list of names in less than three hours yesterday just to show that the folks here are interested in getting a good bridge this time and they want it located up the river above the old one where it will be on a straight line with the main street through Siletz.

Yours truly,

/s/ M. S. Collins
Sect-Treas.

COPY

PRESIDENT
E. S. BAILOR

SECRETARY
AUTHUR SEWELL

TREASURER
~~[illegible]~~

Siletz Chamber of Commerce

SILETZ, OREGON

TRUSTEES
M. S. COLLINS
ROBERT J. NEAVE
~~[illegible]~~

May 10th 1955

Oregon State Highway Commission
Salem Oregon

Gentleman the Siletz Ch. of Com. gathered the enclosed list of names in less than three hours yesterday just to show the folks here are interested in getting a good bridge this time and they want it located up the river above the old one, where it will be on a straight line with the main street through Siletz. Yours truly

M. S. Collins
Sect. & Treas.

RECEIVED
MAY 11 1955
OREGON
STATE HIGHWAY COMMISSION

Siletz, Oregon, May 7, 1955

We, the undersigned citizens of Siletz and surrounding territory urgently request the Oregon State Highway Commission to proceed at once to replace the broken steel bridge at the south approach to Siletz with a new four-lane concrete structure.

Name	Address
W E Simler	Toledo Ore.
W. S. Wilson	Toledo, Ore.
Ralph V Houston	Siletz Ore
Wallace Welch	Siletz Ore
Elizabeth Blacketer	" "
Jack Horsfall	Nashville, Ore.
J Mac [illegible]	Siletz Ore.
Ella Oleman	
Jerry L Robertson	Siletz, Ore
mrs Agatha Williams	Siletz Or.
Henry Campbell	Siletz Oregon
Carl Mulder	Siletz Oregon
Mrs. R. E. Bailor	Siletz, Ore.

Siletz, Oregon, May 7, 1955

We, the undersigned citizens of Siletz and surrounding territory urgently request the Oregon State Highway Commission to proceed at once to replace the broken steel bridge at the south approach to Siletz with a new four-lane concrete structure.

(SIGNED BY 134 PERSONS)

COPY

RECEIVED
JUL 25 1955
FOR FILING

S [illegible] (1)
[illegible]

Salem, Oregon
July 21, 1955

Cross Referenced To:
Maint
Traffic Eng
[illegible]

Mr. C. W. Enfield

Herewith is a copy of a report rendered to me by Mr. Phillips containing an item which the Maintenance Division is recommending be considered in our total claim for damage and destruction of the Siletz River Bridge on May 6, 1955.

Estimated on 14 months' service, they have computed a charge of $1,633.34 for depreciation of the temporary Bailey Bridge, which we installed as a temporary substitute.

We purchased the Bailey Bridge for just such emergencies, and the bridge would depreciate at the same rate whether we used it or not. Therefore, I do not approve an item for depreciation of our temporary Bailey Bridge as a part of our total claim.

W. W. Stiffler

WWS:er

Enclosure

FORM 230—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1955

SUBJECT: Accident May 6, 1955, Damage to Siletz River Bridge MP 24.59 Siletz Secondary Hwy No. 181

To:
W. W. Stiffler
Assistant State Highway Engineer

OFFICE

L

Dear Sir:

Supplementing our letter and tabulation of costs dated July 14, 1955, concerning subject accident, we submit herewith a figure which may be used as a charge for depreciation on the Bailey Bridge while serving as a temporary structure until the new bridge can be completed.

Original cost of the Bailey Bridge was $7,500. Deducting $500.00 as estimated salvage value at the end of its useful life leaves a net amount of $7,000 to be amortized. Assuming the life expectancy of the bridge to be 5 years in actual service, the annual charge would be $1400 or $116.67 a month.

Starting date on the present assignment was May 12, 1955, the day shop personnel began transporting the bridge to the Siletz River.

The Bridge Department advises that it will be at least one year from the present date before the new bridge can be completed. This would mean at least 14 months in service, amounting to a charge of $1,633.34.

This figure added to the expense to date and known future costs chargeable to this accident makes a total of $21,411.30.

Very truly yours,

E. A. Collier
Maintenance Engineer

By John A. Phillips
John A. Phillips
Assistant Office Engineer

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

JAP:mm

NOTED
W. W. STIFFLER

RECEIVED
JUL 27 1955
FOR FILING

[illegible]
#521

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

We have completed the surveys for the revision made necessary by the construction of a new bridge on the Siletz Secondary near the town of the same name. The estimate of cost of the work is $130,000.

I call this to your attention so that the financing of the project will not be overlooked.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

RECEIVED
JUL 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1955
FOR FILING

[illegible]
[illegible]

Cross Referenced To:
Minutes
traffic
Speed limits & zones

Salem, Oregon
July 18, 1955

Mr. E. A. Collier
Mr. W. C. Widdows
Mr. J. D. Walker
Mr. J. E. Morelock

Attached is a copy of a resolution adopted by the State Highway Commission at its meeting on May 25, 1955, establishing a speed limit of 10 miles per hour on the temporary emergency bridge across the Siletz River on the Siletz Secondary Highway at M.P. 24.59.

The original of this resolution has been retained in the Commission's files and certified copies have been forwarded to the County Clerk of Lincoln County and to the Superintendent of the Department of State Police. A copy signed by the Commission has been sent to the Public Utilities Commissioner and to the Secretary of State.

R. H. Baldock

Attachment

lg

RECEIVED
JUL 15 1955
FOR FILING

5 Cay 81
4521

Salem, Oregon
July 13, 1955

Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

Will you please substitute the attached six copies of Speed Limit Resolution No. 192, Siletz State Secondary Highway No. 181, for the ones sent you on June 17, 1955.

In No. 3 on the first page, the wording has been changed to read "State Highway Engineer" instead of "State Engineer".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

ig

Floyd A. Query, Assistant Secretary

FORM 2-3C 25M 5-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1955

SUBJECT: RESOLUTIONS

To:

Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

Attached hereto are 6 copies of Speed Limit Resolution No. 192, adopted by the State Highway Commission at its meeting on May 25, 1955 and identified as follows:

COUNTY Lincoln

HIGHWAY Siletz State Secondary Highway No. 181

SECTION At M.P. 24.59, emergency bridge crossing.

LOCATION Bridge crossing the Siletz River.

We have retained the original of the resolution for the Commission's records and files and have forwarded copies to the county clerk of Lincoln County, and to the Superintendent of the Department of State Police. A copy signed by the Commission will be sent to the Secretary of State. A copy has also been sent to the Public Utilities Commissioner.

H B Leavenworth
Secretary
OREGON STATE HIGHWAY COMM.

Enclosure-

RECEIVED
JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

OEM:TH
5/24/55

RESOLUTION

WHEREAS, under the provisions of ORS 483.532 the Highway Commission, with respect to state highways under its jurisdiction, is authorized to prohibit the operation thereon of any or all vehicles of any class or kind, may impose limitations as to any gross weight or any dimension of any vehicle or combination of vehicles, may reduce the authorized speed of any vehicle and impose any other restrictions that in the judgment of said Highway Commission is necessary to protect any highway or section thereof from being unduly damaged; and

WHEREAS, the Siletz State Secondary Highway No. 181 from Kernville south through the city of Siletz to the Corvallis-Newport Highway is a State Secondary Highway under the jurisdiction and control of the Highway Commission; and

WHEREAS, the highway bridge crossing the Siletz River at the southern boundary of the city of Siletz, said crossing being at M.P. 24.59 of the Siletz State Secondary Highway No. 181, was severely damaged and rendered unfit for use of state highway traffic on May 6, 1955; and

WHEREAS, to meet the emergency created it has been necessary to eliminate the said highway bridge and to construct a temporary emergency bridge across the Siletz River; and

WHEREAS, it is, in the judgment of the Highway Commission, necessary for the safety and convenience of the traveling public and to promote the safe and expeditious flow of traffic as well as to protect the temporary emergency bridge from undue damage, to impose restrictions upon the use of such structure.

NOW, THEREFORE, IT IS HEREBY RESOLVED AND ORDERED by the Highway Commission that:

1. The speed at which a vehicle may be driven upon the temporary emergency bridge crossing the Siletz River at M.P. 24.59 of the Siletz State Secondary Highway No. 181 shall not exceed the rate of ten (10) miles per hour.

2. Not more than one truck shall be driven or allowed to proceed upon, by the person in charge, thereof, any span of the temporary emergency bridge crossing the Siletz River at M. P. 24.59 of the Siletz State Secondary Highway No. 181 at any one time.

3. The State Highway Engineer be, and he hereby is directed to erect at appropriate places in sufficient number adequate signs giving notice of the restrictions hereinabove made upon highway traffic traveling over the temporary emergency bridge.

4. That any previous order heretofore made by the Highway Commission with respect to the Siletz State Secondary Highway No. 181 which is in conflict with the provisions of these orders are hereby vacated and annulled.

OEM:MH
5/24/55

5. That this Resolution be entered in the minutes and records of the Highway Commission as of the 25th day of May, 1955, as Speed Limit Resolution, File No. 192, and the Secretary of the Highway Commission is directed to forward duplicate originals of these orders to the Secretary of State, and that a duly certified copy hereof be filed with the Public Utilities Commissioner and the Superintendent of State Police.

OEM:MH
5/24/55

RECEIVED
JUL 19 1955

FOR FILING
Coast
FORM 530—10M—4-54—74366
Bridges
Gen'l
Siletz

Files

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1955

SUBJECT: Resolution restricting speed on temporary emergency bridge crossing Siletz River at M.P. 24.59

To:

Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Attached hereto find ten copies of the resolution regulating the use of the temporary emergency bridge over the Siletz River at M. P. 24.59 of the Siletz State Secondary Highway No. 181.

I have had a check made of the orders and resolutions of the Commission to determine if any restrictions or rules have been adopted pertaining to the Siletz State Secondary Highway. I have been advised that the Commission has restricted the speed of vehicles on this highway. Inasmuch as the orders and resolutions herein contained will place greater restrictions upon speed over the temporary emergency bridge than those presently in effect, the resolutions and orders herein contained will not be in conflict with any presently in existence.

Moreover, inasmuch as the orders and resolutions are confined to the temporary emergency bridge, they will have no force and effect when the Highway Department erects a new bridge over the Siletz River at a relocated crossing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encls.
cc: Mr. May
cc: Mr. Rohde

NOTED
H. B. GLAISYER

RECEIVED
JUL 19 1955
FOR FILING

FORM E30—80M—4-54

3 [illegible](3)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1955

SUBJECT: Accident May 6, 1955, Damage to Siletz River Bridge, MP 24.59 Siletz Section Hwy #181

To:

W. W. Stiffler
Assistant State Highway Engineer

OFFICE

Dear Sir:

Attached hereto are three copies of a tabulation listing all expenditures to date made necessary by the damage to, and removal of, the steel truss of the bridge over the Siletz River at M.P. 24.59, Siletz Section Highway No. 181, together with expense of transporting and erection of the Bailey Bridge on the site as a temporary structure. These expenses total $18,515.46. Anticipated expense in this same connection amounts to another $1975.00.

From the total of these 2 items we have deducted the estimated sale price of the scrap steel from the old span amounting to $712.50. This estimate was based on the price obtained for the scrap steel salvaged from the Nyssa Bridge accident. Assuming this figure to be fairly accurate this deduction leaves a known expense as of this date totalling approximately $19,777.96.

This figure does not include any depreciation on the Bailey Bridge while in use as a temporary structure, nor does it include any charge in connection with the cost of a new permanent structure.

Labor costs shown on this tabulation for the different crews are not comparable as some departments figure their costs differently than others. For instance the Salem Shops total all their man hours at the regular hourly rate, then add a flat 50% surcharge which covers Vacation, Sick Leave, Retirement and Industrial Accident percentages, overtime and per diem.

The Sign Department sets up an hourly rate for each of its sign and electrial crews which includes Equipment Rental and travel expense in addition to the other items mentioned above under the Salem Shops.

NOTED
W. W. STIFFLER

We have all of these itemized costs for labor together with detailed lists of Equipment and material used which we are combining into a single list for the Legal Division provided the enclosed tabulation is not broken down enough for their use in making a claim. This list will be forwarded as soon as completed.

Very truly yours,

E. A. Collier
Maintenance Engineer

By John A. Phillips
John A. Phillips
Assistant Office Engineer

Enclosure

JAP:mm

7-15-55
Copy forwarded to
O. W. Enfield
W. W. Stiffler

SILETZ RIVER BRIDGE DAMAGE

EXPENSE STATEMENT as of JULY 14, 1955

WIDDOWS' CREWS:

Labor (58 hours - includes per diem)	$ 319.88	
Signs & Electrical Materials	267.25	
Salvageable Equipment on Rental Basis (25%)	181.26	
Total		$ 768.39

A. E. JOHNSON'S CREW:

Labor (293 hours)	744.43	
Expense Statements	157.50	
Supplies	64.23	
Equipment Rental	402.00	
Total		1368.16

G. D. ANDERSON'S BRIDGE CREWS:

Labor (2284 hours)	7686.21	
Expense Statements	66.29	
Per Diem	1100.25	
(State-Owned) Equipment Rental	1112.73	
Supplies	231.09	
Rental of Operated Equipment	243.00	
Car to deliver material to Siletz - 1 day	4.50	
Material	4547.07	
Total		14,991.14

JOHN A. BOND'S CREW:

Materials	24.75	
Labor (222 hours)	496.35	
Labor (Overtime worked as Exchange time by employees not entitled to cash payment	56.52	
Equipment Rental	88.00	
Total		665.62

SALEM SHOPS:

Labor (75-1/2 hours)	263.15	
Employee expenses	6.00	
Equip. Rental (Fully Equipped w/o Operator)	453.00	
Total		722.15

Total Labor, Material & Equip. Rental		$18,515.46
Estimate for work to be performed during low water period:		
Rock Rip-Rap 195 c. y. @ $3.00	575.00	
Concrete Rip-Rap Facing 10 c.y. @ $20	200.00	
Labor	200.00	
Total		975.00
Estimate for removing Bailey Bridge		1,000.00
		20,490.46
Estimated salvage value of steel from old span (50 tons @ $14.25) Price based on sale of scrap from Nyssa Bridge)		712.50
TOTAL		$19,777.96

Net accumulated and forseeable expense resulting from accident.

(Note: This figure does not include any allowance for depreciation of Bailey Bridge during use.

JAP:jse - 7/14/55

RECEIVED
JUL 15 1955
FOR FILING

S- 20-1(C)
4521

July 13, 1955

Mr. Charles H. Heltzel
Public Utilities Commission
200 Public Service Building
Salem, Oregon

Dear Mr. Heltzel:

Will you please substitute the attached copy of Speed Limit Resolution No. 192, Siletz State Secondary Highway No. 181 for the one sent you on June 17, 1955.

In No. 3 on the first page, the wording has been changed to read "State Highway Engineer" instead of "State Engineer".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd A. Query, Assistant Secretary

ig

RECEIVED
JUL 15 1955
FOR FILING

July 13, 1955

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Mr. Newbry:

Will you please substitute the attached copy of Speed Limit Resolution No. 192, Siletz State Secondary Highway No. 181 for the one sent you on June 17, 1955.

In No. 3 on the first page, the wording has been changed to read "State Highway Engineer" instead of "State [illegible] Engineer".

Respectfully yours,

H. B. GLAISYER, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd A. Query, Assistant Secretary

ig

RECEIVED
JUL 15 1955
FOR FILING

July 13, 1955

Mr. H. G. Maison
Superintendent
State Police Department
107 Public Service Building
Salem, Oregon

Dear Mr. Maison:

Will you please substitute the attached copy of Speed Limit Resolution No. 192, Siletz State Secondary Highway No. 181 for the one sent you on June 17, 1955.

In No. 3 on the first page, the wording has been changed to read "State Highway Engineer" instead of "State Engineer".

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd A. Query, Assistant Secretary

ig

RECEIVED
JUL 15 1955
FOR FILING

July 13, 1955

Alberta Bryant, County Clerk
Lincoln County
Courthouse
Newport, Oregon

Dear Madam:

Will you please substitute the attached copy of Speed Limit Resolution No. 192, Siletz State Secondary Highway No. 181, for the one sent you on June 17, 1955. In No. 3 on the first page the wording has been changed to read "State Highway Engineer" instead of "State Engineer".

Please bring this resolution to the attention of the County Court.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

mm

Att.

Hon. Tom F. Skelton, County Judge
Lincoln County Court
Courthouse
Newport, Oregon

RECEIVED
JUL 13 1955

FOR FILING

S-204(5)

[illegible]

July 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Secondary Highway Program, it is our desire to construct the Siletz River Bridge on the Siletz Secondary Highway. This structure is to replace the existing structure located near the southeasterly city limit of the Town of Siletz, which structure has been damaged beyond repair by contact with a logging truck.

The program data for this project is as follows:

Item No.	349
County	Lincoln
Project No.	S-204(5)
Federal Route No.	196
State Route No.	181
Termini	Crossing of Siletz River at south city limit of Siletz
Construction Cost:	
Total Cost	$100,000
Federal Funds	60,000
State Funds	40,000
Other Funds	- -
Project Totals:	
Total Cost	$100,000
Federal Funds	60,000
Length	0.06 mile
Character of Proposed Work	Reinforced Concrete Deck Girder Bridge, length 310 feet.

The proposed new structure is located on new and improved alignment extending from Siletz to a connection with the present highway approximately three-quarters mile southwest of the city. The new structure is to be located approximately one-half mile east of the present crossing. Roadway on the new location will be constructed under a subsequent project when additional funds become available.

Traffic figures for the proposed project are as follows:

1954 Data:	
ADT	1,200
Per cent Commercial	16%
1974 Data:	
ADT	2,400
Per cent Commercial	16%
30th Peak Hour	360

A small scale map showing the location of the project is enclosed.

Programming of the project has the approval of the appropriate county officials as well as that of the Highway Commission.

It is requested, if possible, that the project be cleared for advertising by July 26.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JMH:tia

Encl.

RECEIVED
JUL 8 - 1955
FOR FILING
FORM 530—50M—6-54—74386

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1955

SUBJECT: Sale of Steel Scrap
Siletz Bridge

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

OFFICE

Dear Sir:

The steel bridge at Siletz that failed May 6 weighed 54 tons. We salvaged a load of rods and bars that appeared to be of potential value in some of our other operations. We estimate that there is approximately 50 tons of this steel piled on the right of way south of the bridge. A portion of the steel was pulled out on the north bank originally but it has been moved to the pile on the right of way south of the bridge. We recommend this be included in the next sale of junk and salvage material to be sold to the highest bidder on the basis of a lump sum bid, as is and where is.

This is the method we followed at Nyssa. It appears that for scrap this steel must be cut into sections a maximum of three feet in length and it was figured that the cost of maintaining a man on the job to weigh this steel as it was hauled away might involve wages for a two or three weeks period. In the case of the Nyssa steel, Mr. Halik brought this to our attention and recommended very highly that we sell it for a lump sum bid.

The cost of State Forces loading and hauling this material to the Salem Shops for sale here would be considerable and probably amount to almost as much as we can hope to receive for the sale of steel as scrap. With your approval, we will proceed on the proposed lump sum sale at the bridge site.

We sold the Nyssa scrap for $413.25, estimated at 29 tons or $14.25 per ton.

APPROVED W W Stiffler
Assistant State Highway Engineer

Very truly yours,

I A DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

IAD:lb

file

NOTED
W. W. STIFFLER

RECEIVED
JUL 6 - 1955
FOR FILING

5-2046
4521

July 5, 1955

Mr. M. S. Collins
Secretary and Treasurer
Siletz Chamber of Commerce
Siletz, Oregon

Dear Sir:

I am surprised at your statement that the crew that put in the temporary bridge could have had the new one half built by now, since it indicates your complete misunderstanding of the requirements for a new bridge. We have been working steadily on the design of the structure ever since the old structure was knocked down, and last week I received permission from the State Highway Commission to take bids on a new bridge at the August meeting, which will be about the middle of the month.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

PRESIDENT
E. S. BAILOR
SECRETARY
ARTHUR BENSELL
TREASURER
~~[illegible]~~

Siletz Chamber of Commerce

SILETZ, OREGON

TRUSTEES
M. S. COLLINS
ROBERT J. NEAVE
~~[illegible]~~

June 29th/1955

Mr. R.H. Baldock - Salem, Oreg.

Dear Sir - Have you forgot about building a new bridge across The Siletz River near Siletz?

The same crew that built the temperory one where the old one was could have had the new one half built by this time. When will a start be made on a new one? Yours truly

M.S. Collins
Sec't. & Treas.

RECEIVED
JUN 30 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1955

FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1955

SUBJECT: RESOLUTIONS

To:

Mr. R. H. Baldock
State Highway Engineer

Dear Mr. Baldock:

Attached hereto are 6 copies of Speed Limit Resolution No. 192, adopted by the State Highway Commission at its meeting on May 25, 1955 and identified as follows:

COUNTY Lincoln

HIGHWAY Siletz State Secondary Highway No. 181

SECTION At M.P. 24.59, emergency bridge crossing.

LOCATION Bridge crossing the Siletz River.

We have retained the original of the resolution for the Commission's records and files and have forwarded copies to the county clerk of Lincoln County, and to the Superintendent of the Department of State Police. A copy signed by the Commission will be sent to the Secretary of State. A copy has also been sent to the Public Utilities Commissioner.

Secretary
OREGON STATE HIGHWAY COMM.

Enclosure-

June 17, 1955

Mr. H. G. Maison, Superintendent
State Police Department
107 Public Service Building

Dear Mr. Maison:

I am enclosing for your records a certified copy of Speed Limit Resolution No. 192, adopted by the Oregon State Highway Commission on May 25, 1955, limiting the speed to 10 miles per hour on the Siletz State Secondary Highway No. 181, at the emergency bridge crossing the Siletz River at M.P. 24.59 in Lincoln County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Enclosure

June 17, 1955

Mr. Charles L. Heltzel
Public Utilities Commissioner
200 Public Service Building

Dear Mr. Heltzel:

I am enclosing for your records a certified copy of Speed Limit Resolution No. 192, adopted by the Oregon State Highway Commission on May 25, 1955, limiting the speed to 10 miles per hour on the Siletz State Secondary Highway No. 181, at the emergency bridge crossing the Siletz River at M.P. 24.59 in Lincoln County.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Enclosure

.FORM

BEN

CH/

M.

H.

June 17, 1955

Alberta Bryant, County Clerk
Lincoln County
Courthouse
Newport, Oregon

Dear Madam:

I am enclosing for your records a certified copy of Speed Limit Resolution No. 192, adopted by the Oregon State Highway Commission on May 25, 1955, limiting the speed to 10 miles per hour on the Siletz State Secondary Highway No. 181, at the emergency bridge crossing the Siletz River at M.P. 24.59 in Lincoln County.

Please bring this resolution to the attention of the County Court.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Enclosure

cc: Hon. Tom F. Skelton, County Judge
Lincoln County Court
Courthouse
Newport, Oregon

FORM E-129 80M REVISED 2-[illegible]

RECEIVED
JUN 21 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

S 244 (E)

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 17, 1955

Mr. [illegible] G. Brownley
[illegible]ve Cottages
Newport, Oregon

Damage Claim
Siletz River Br.

Dear Mr. Brownley:

Re: Our File [illegible]-77
Accident: 5/6/55

On May [illegible], 1955, at the hour of approximately 2:[illegible] P.M., your 1953 International [illegible], License No. T41-068, and Trailer, License No. T41-06[illegible], while being operated by Edward John King of Box 77, [illegible], Oregon, was involved in an accident at Mile Post 24.6 of the Siletz Secondary Highway #[illegible], which resulted in extensive damage to the Siletz River Bridge at that location, requiring the elimination of said bridge and the erection of a temporary structure.

The facts of the accident, as we have them, indicate that you are liable for the damages incurred, and claim is hereby made upon you for the same. Upon completion of the temporary structure which is now in the process of erection, you will be furnished with an itemized statement showing the damages suffered by the State.

It is our understanding that you were insured at the time of this accident with the New [illegible] Casualty Company, and we are therefore mailing a copy of this letter to the Company's agent, Seely & Co., Board of Trade Building, Portland 4, Oregon, for further handling.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

L[illegible]

[illegible]C

cc- Seely & Co.
Mr. W. W. Stiffler
Mr. I. A. DeFrance
Mr. P. M. Stephenson
Mr. John A. Phillips

7
State Highway - [illegible]

RECEIVED
JUN 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

FORM S-123 30M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 17, 1955

Mr. Edward John King
Box 77
Seal Rock, Oregon

Dear Mr. King:

Re: Our File [illegible]-77
Accident: 5/6/55

On May 6, 1955, at the hour of approximately [illegible] P.M., a 1953 International Log Truck, License No. T41-068, and Trailer, License No. T41-069, owned by Leo G. Brownley and operated by you, was involved in an accident at Mile Post 24.6 of the Siletz Secondary Highway #229, which resulted in extensive damage to the Siletz River Bridge at that location, requiring the elimination of said bridge and the erection of a temporary structure.

The facts of the accident, as we have them, indicate that you are liable for the damages incurred, and claim is hereby made upon you for the same. Upon completion of the temporary structure which is now in the process of erection, you will be furnished with an itemized statement showing the damages suffered by the State.

It is our understanding that the equipment you were operating was insured at the time of this accident with the New Amsterdam Casualty Company, and we are therefore mailing a copy of this letter to the company's agent, Seely & Co., Board of Trade Building, Portland 4, Oregon, for further handling.

Yours very truly,

C. W. ENFIELD
Chief Counsel

FRC

By
[illegible]

cc- Seely & Co.
Mr. W. W. Stiffler
Mr. L. A. Leurance
Mr. P. M. Stephenson
Mr. John A. Phillips

RECEIVED
JUN 10 1955
FOR FILING

S 304 (1)
4231

Salem, Oregon
June 9, 1955

Mr. C. W. Enfield

Attention: Mr. O. E. McAdams

Herewith is a copy of a report from Mr. Chandler, Assistant Maintenance Engineer, which shows the total cost to date of constructing a temporary bridge across the Siletz River near the town of Siletz on the Siletz Secondary Highway, to replace the bridge destroyed by a logging truck on May 10, 1955, is $15,857.92. Our estimated cost to complete the additional work required in reinforcing piers and bents constructed in the stream is estimated at $2,142.08, making a total estimated cost as of this date of $18,000.

There is also attached a set of photographs, numbered with a tabulation, giving a complete explanation and description of the portions or members of the damaged bridge shown in the photographs.

W. W. Stiffler

WWS:er

cc Mr. R. H. Baldock
Mr. I. A. De France

Enclosure

RECEIVED
JUN 10 1955
FOR FILING

Salem, Oregon
June 9, 1955

114 - Siletz River Bridge
MP 24.6, Siletz Secondary
#229 - May 6, 1955

C. W. Enfield
Chief Counsel

O F F I C E

Dear Sir:

Attached hereto is Investigation and Report of Damage to Highway Structure covering the accident of May 6, 1955, which damaged beyond repair the 190 foot steel truss of the Siletz River Bridge at Mile Point 24.6, Siletz River Secondary Highway 229.

The damage occurred when two logs fell off a truck and trailer driven by Edward John King, Seal Rock, Oregon, and owned by Leo [illegible] Brownley of Newport, Oregon.

We understand that a claim, or claims, for expense incurred in connection with this damage will be made when responsibility for the accident has been determined.

A temporary one-way structure was erected after removal of the damaged steel truss. Cost of this work and of work yet to be done to complete the temporary structure is now estimated at $13,000.

An itemized statement of all costs will be submitted as soon as it can be compiled.

Very truly yours,

R. H. Baldock
State Highway Engineer

By:

[illegible]
Assistant State Highway Engineer

JAP:je
Enclosure

CC: E. A. Collier

INVESTI ION AND REPORT OF DAMAGE TO H WAY STRUCTURE

DATE OF ACCIDENT May 6, 1955 Hour: ~~AM~~ 2 PM

FIRST PARTY

VEHICLE: Make International Lo Truck Model R 190 Year '53

Truck (~~Car~~) license T41-068 PUC license ORE 4-7162

Trailer license T41-069 PUC license ORE 4--7163

Driver Edward John King (Name) Box 77, Seal Rock, Oregon (Address)

Legal owner Leo G. Brownley (Name) Wave Cottages - Newport, Oregon (Address)

SECOND PARTY

Insurance company New Amsterdam (Name) Seely Co, Portland (Address) Red Aycis-In . Agent Walport, Oregon

(If another vehicle was involved, identify it on back.)

STRUCTURE: Siletz River Steel Bridge (190' steel truss on concrete piers)
(Name of bridge ~~or scale.~~ If ~~sign~~ or signal, state type.)

Highway Siletz Secondary Hwy. #229 MP 24.6

Extent of damage Downstream truss completely broken in top chord. Upstream truss pulled out of line. (Describe fully)

Estimate of cost to repair $ 12,000 13 — 17 [illegible]

Estimate made by Hughlett Estimate checked by

WITNESSES TO ACCIDENT: (If no witness was present when accident occurred, give names of first to reach scene (such as State Police Officer, ambulance or wrecker driver or Highway Department employees. Give time of arrival. Show statements on back of report. If no witnesses, write "NONE").

1. Frank Andrew Norwest Siletz, Oregon Parked at south end of Bridge
(Name) (Address) (Title or occupation) (Location when accident occurred)

2. Everett Butler Siletz, Oregon Parked at south end of bridge
(Name) (Address) (Title or occupation) (Location when accident occurred)

3.
(Name) (Address) (Title or occupation) (Location when accident occurred)

Other Witnesses

WITNESSES TO DAMAGE: (Give name, occupation or title, address, time damage was observed and state who reported to Highway Department, who received the report, and brief description of conditions.)

1. H. W. Hughlett State Bridge Supt. Approx 5 P.M. May 6
(Name) (Address) (Title or occupation) (Time damage observed)

2. G. D. Anderson Br. Supt. Approx. 5 P.M. May 6
(Name) (Address) (Title or occupation) (Time damage observed)

3. Charles Rogers Siletz City Policeman Approx. 2:30 P.M. May 6
(Name) (Address) (Title or occupation) (Time damage observed)

NOTED
L. A. DeFRANCE

Other Witnesses

(Over)

WITNESSES' OR DRIVERS DESCRIPTION OF ACCIDENT: (Include name of witness, when and to whom the statement was given.)

Statement by driver King to State Police Private Everett M. ockema (Newport) "that he had just entered the bridge at low speed when the logs apparently fell off. He continued across bridge and then stopped to survey damage and send for help."

(Above from State Police report).

HIGHWAY DEPARTMENT EMPLOYEES' INVESTIGATION AND DESCRIPTION OF ACCIDENT: Tell when investigation was made, who was interviewed and pertinent facts obtained. Give Second Party information in detail.

Information on this report secured from State Police: ~~xxxxx~~ Statement by Norwest: " That they were parked on south end of bridge approach and saw King. enter bridge at a pretty good speed (could not estimate speed). and the load seemed to keep leaning further to the right till the large log caught on one of the steel uprights then both logs left truck & trailer. Truck & trailer still proceeding to south end of bridge."

(Also see letter attached for further information re investigation).

How was it determined who was responsible for damage; by observation of wrecked vehicle, from statement of witness or driver, or by what other means?

From drivers statements to State Police. The following taken from Private ockema's report. "The writer inspected the truck and trailer and found a broken Cheese Block chain on the trailer bunk. This apparently was the principal cause of the accident as this would allow the log to fall off the bunk."

Be sure that report shows who saw accident, who saw damage, who heard statement reported, when seen, when and where heard etc, who made statements, etc.

Approved: ______________
District Maintenance Supt.

Signature of Investigator: Alex Gallacher

Title: Section Foreman

JB:dk
5-25-51

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bailey Bridge

Salem, Oregon
June 7, 1955

SUBJECT: Erected over Siletz River on Siletz Sec. Hwy. Lincoln Co.

To:

Mr. W. W. Stiffler
Asst. Highway Engineer

OFFICE

Dear Sir:

Herewith a set of pictures taken of the Bailey Bridge erection. These are in addition to a few given to you before the Commission Meeting.

Please look these over and return them for our files. If you wish copies for general files you may keep them and advise us of the numbers retained so that we can have another print made for our files.

Very truly yours,

L R Chandler
for I. A. DeFrance
Asst. Maintenance Engineer

IAD:ab
Encl.

RECEIVED
JUN 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

FORM E30—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1955

SUBJECT:

To:

Mr. W. W. Stiffler
Asst. Highway Engineer

OFFICE

Dear Sir:

Herewith a description of damage to the Siletz Bridge as reported by H. W. Hughlett and E. G. Ricketts after an on the job inspection made May 9, 1955 before the bridge was destroyed on May 10, 1955.

Also attached is a series of 20 pictures and an accompanying description of each picture showing in detail the damage sustained by the bridge.

Mr. Hughlett has prepared a complete estimate of the cost of work completed and of work to complete temporary structure.

Cost of work to date	$15,857.92
To complete clean up at Bridge site, place hand rail and sheet piers	400.00
Place RipRap Rock and fill rock cribs when giver goes down est.	1,000.00
Contingencies	742.08
Total estimated cost	$18,000.00

Very truly yours,

Chandler

for I. A. DeFrance
Asst. Maintenance Engineer

RECEIVED
JUN 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

IAD:ab
Enclosures

NOT
W. W. STIFFLER

P

RECEIVED
MAY 20 1955
FOR FILING

S 704 (c)
4021

Salem, Oregon
May 19, 1955

Mr. P. M. Stephenson

The representative of the Roebling Company was in this morning and gave me some approximate prices on cable and anchorages. There are three charges entering into the cost of cable for prestressing. These are a constant setup charge regardless of the number of anchorages used, a price per foot of cable, and a price for two anchorages for each cable. These prices are as follows:

Cable Diameter	Setup Charge	Price Per Foot	Two Anchorages
1 3/8"	$ 37	$0.76	$ 107
1 9/16"	46	1.02	130
1 11/16"	56	1.19	140

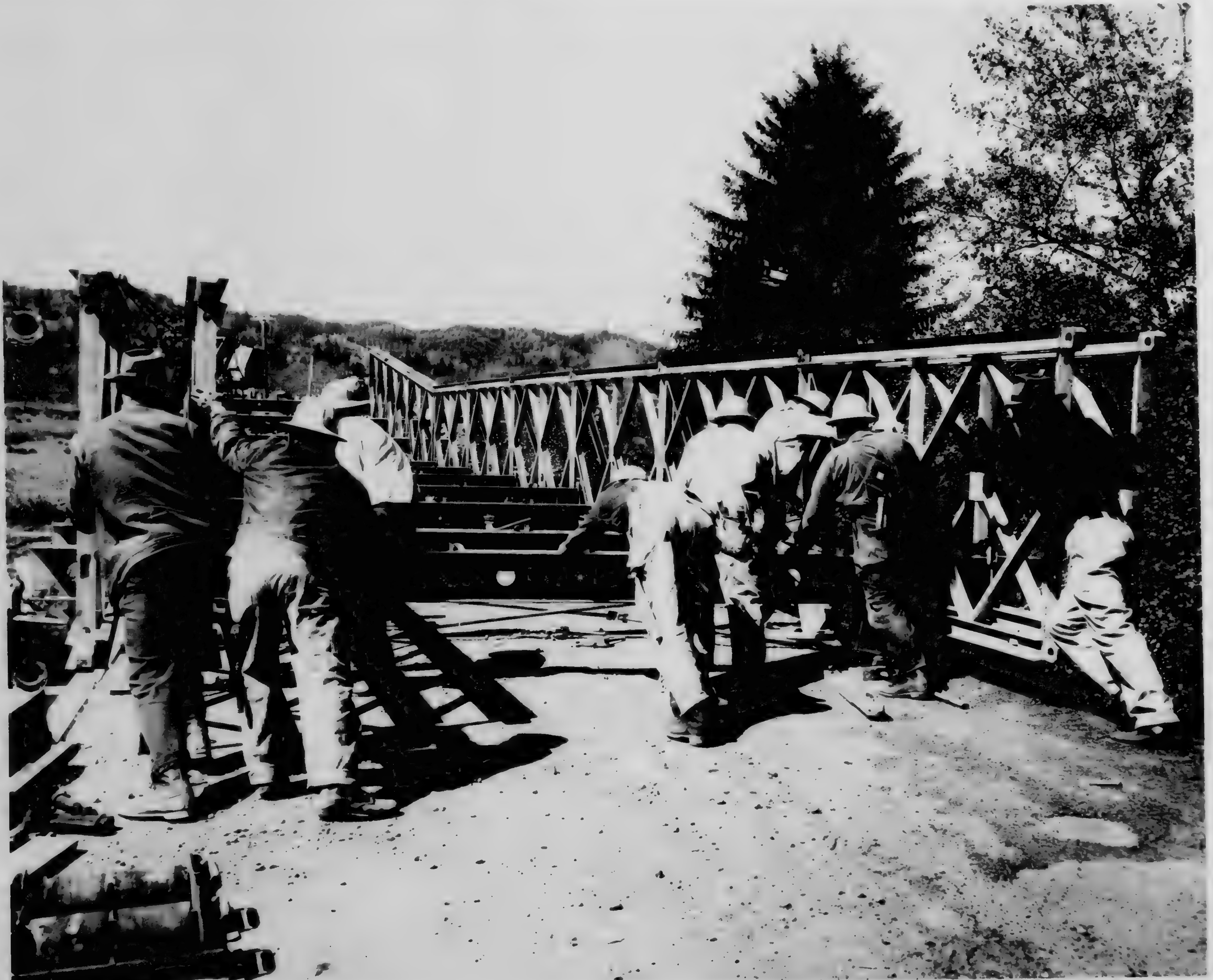
All prices f.o.b. Trenton, New Jersey.

These data can be applied to our estimates on the Siletz River job.

G. S. Paxson

GSP:gm

NOTED
G. S. PAXSON



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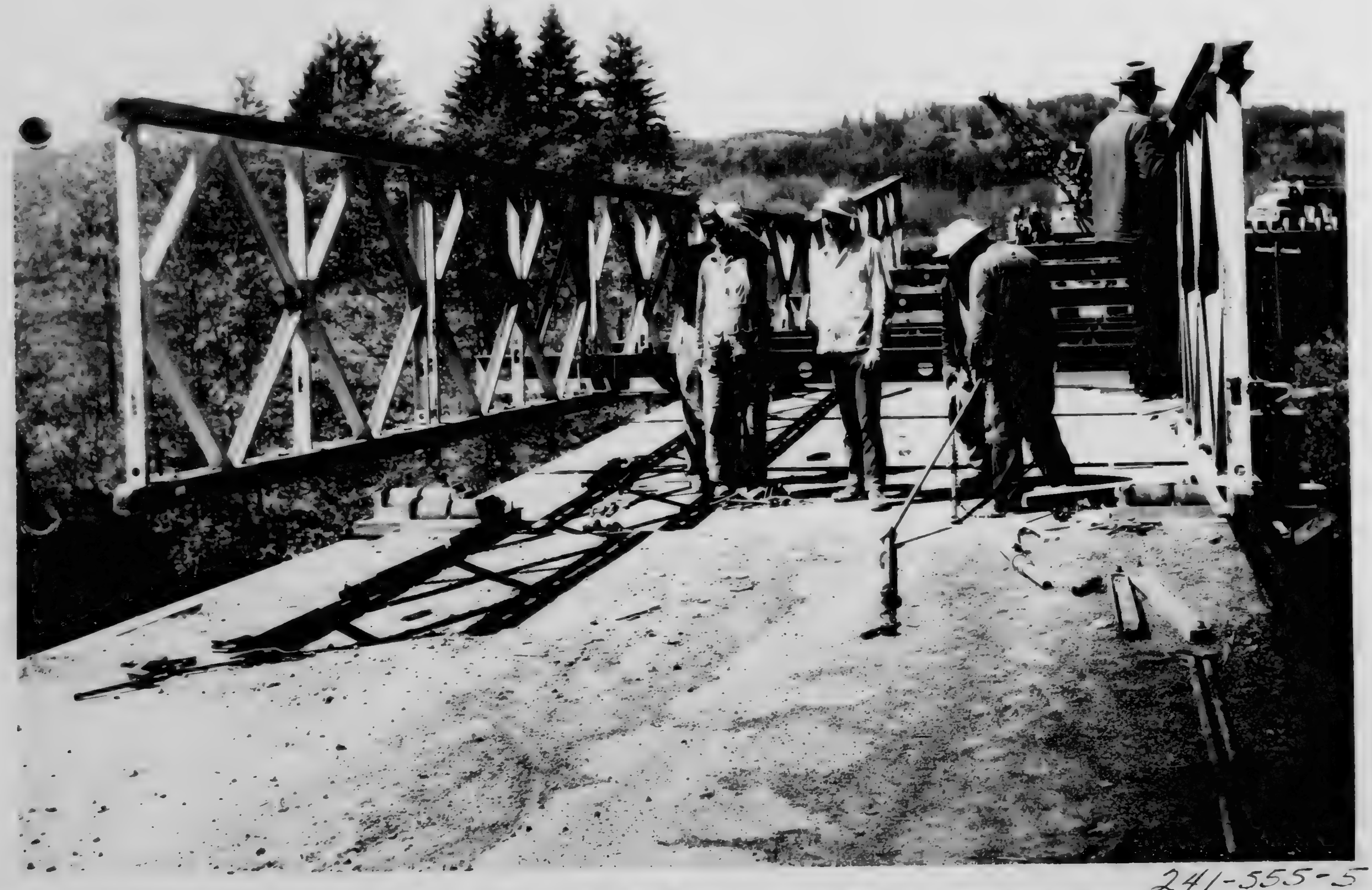

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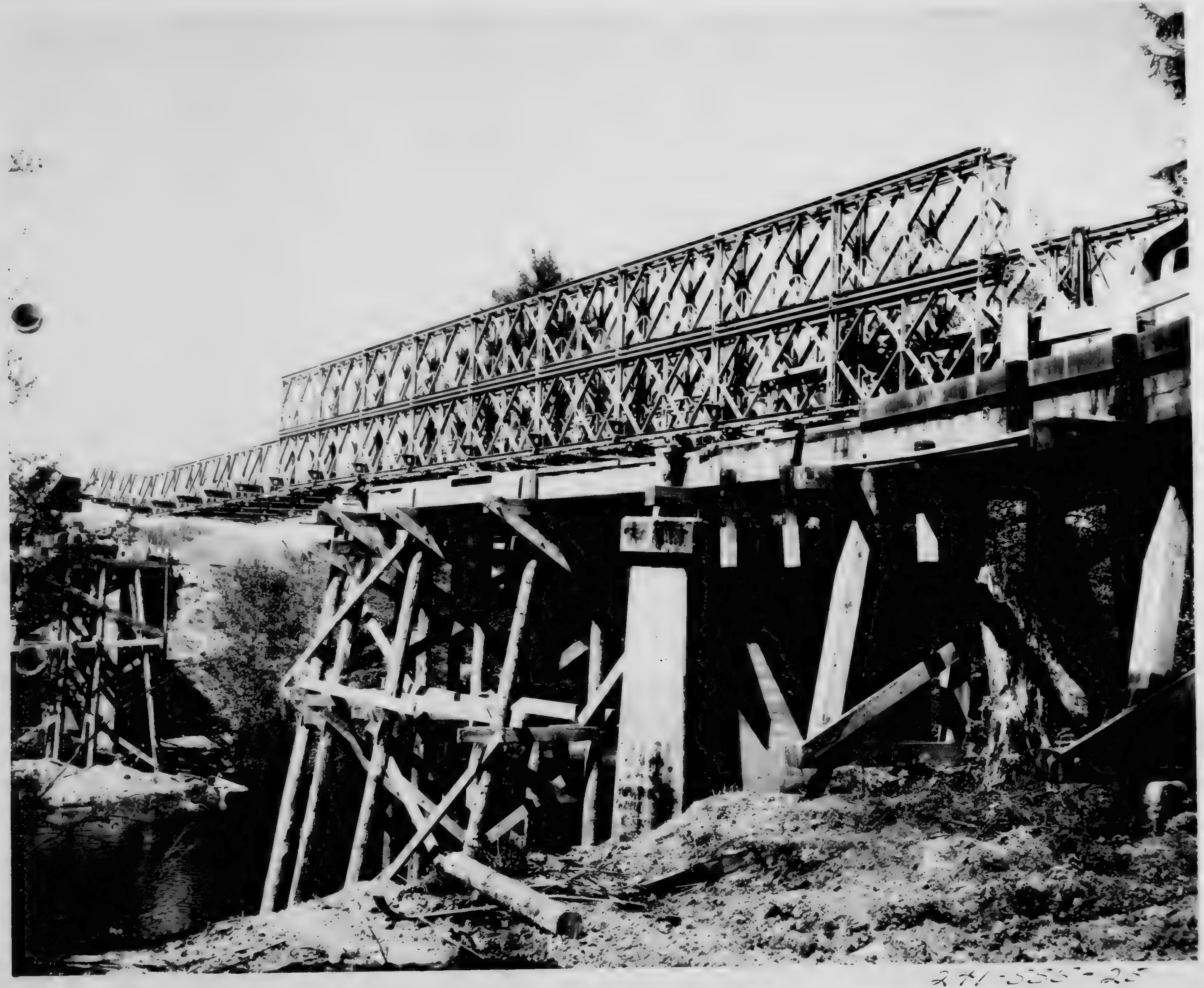

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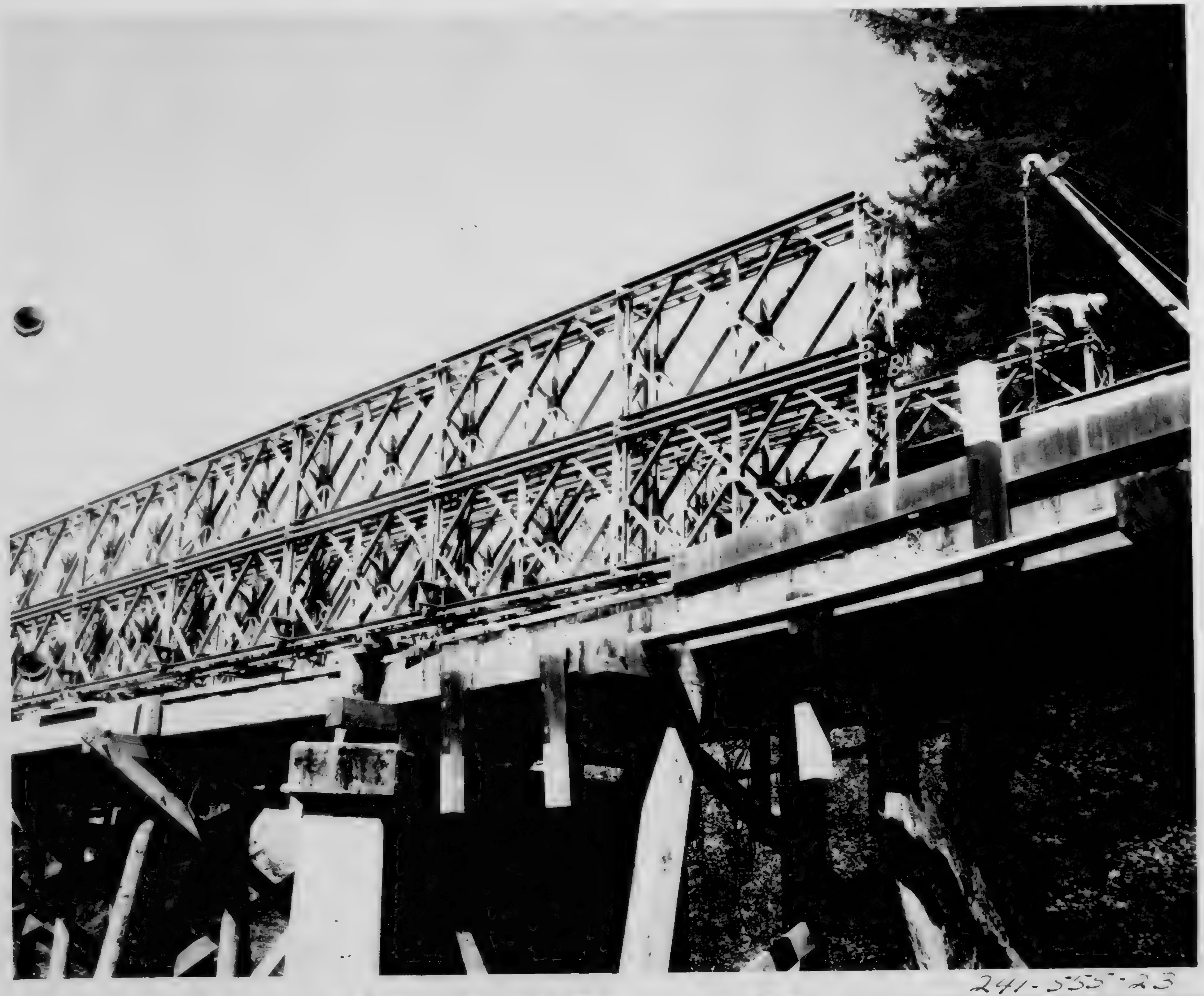

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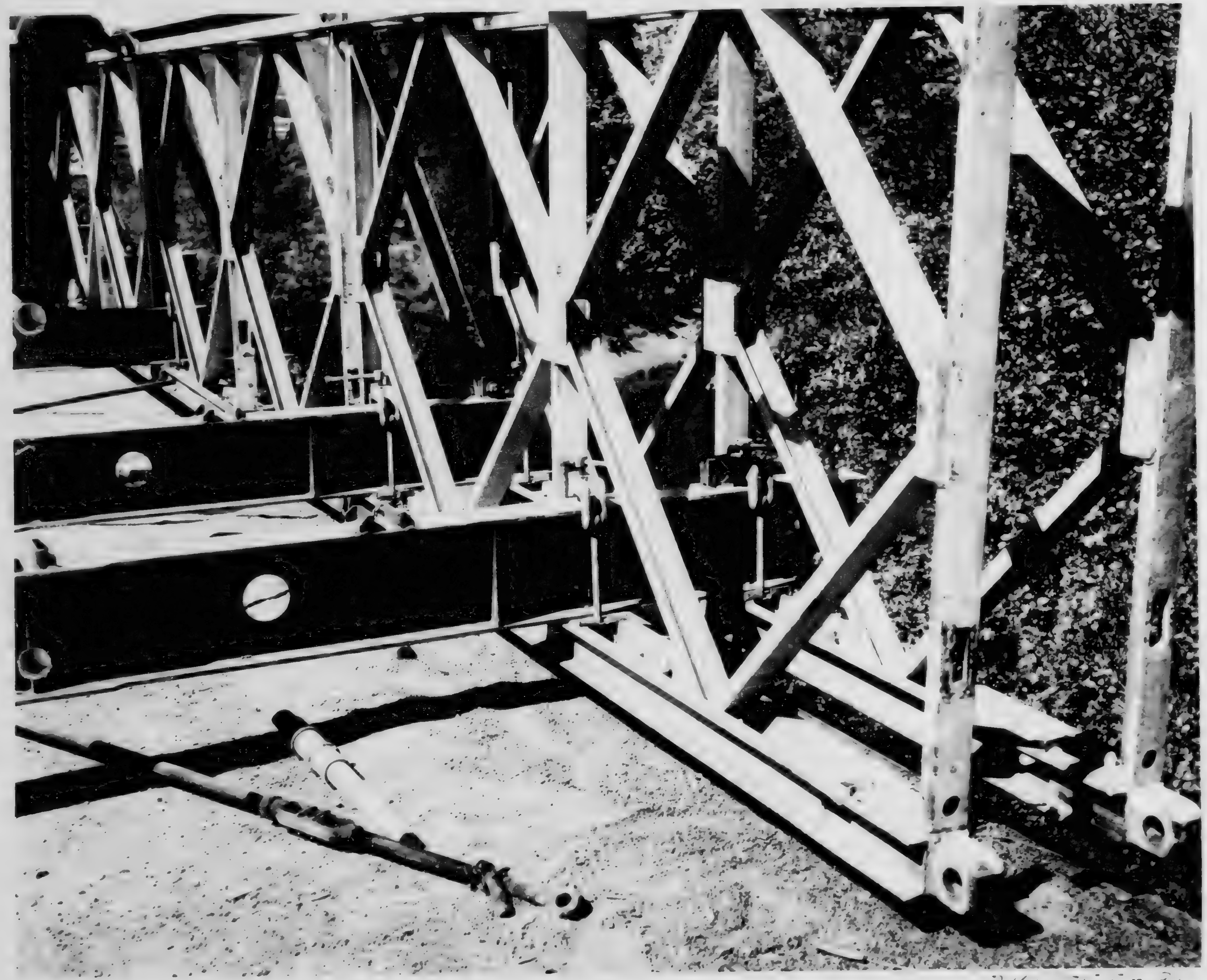

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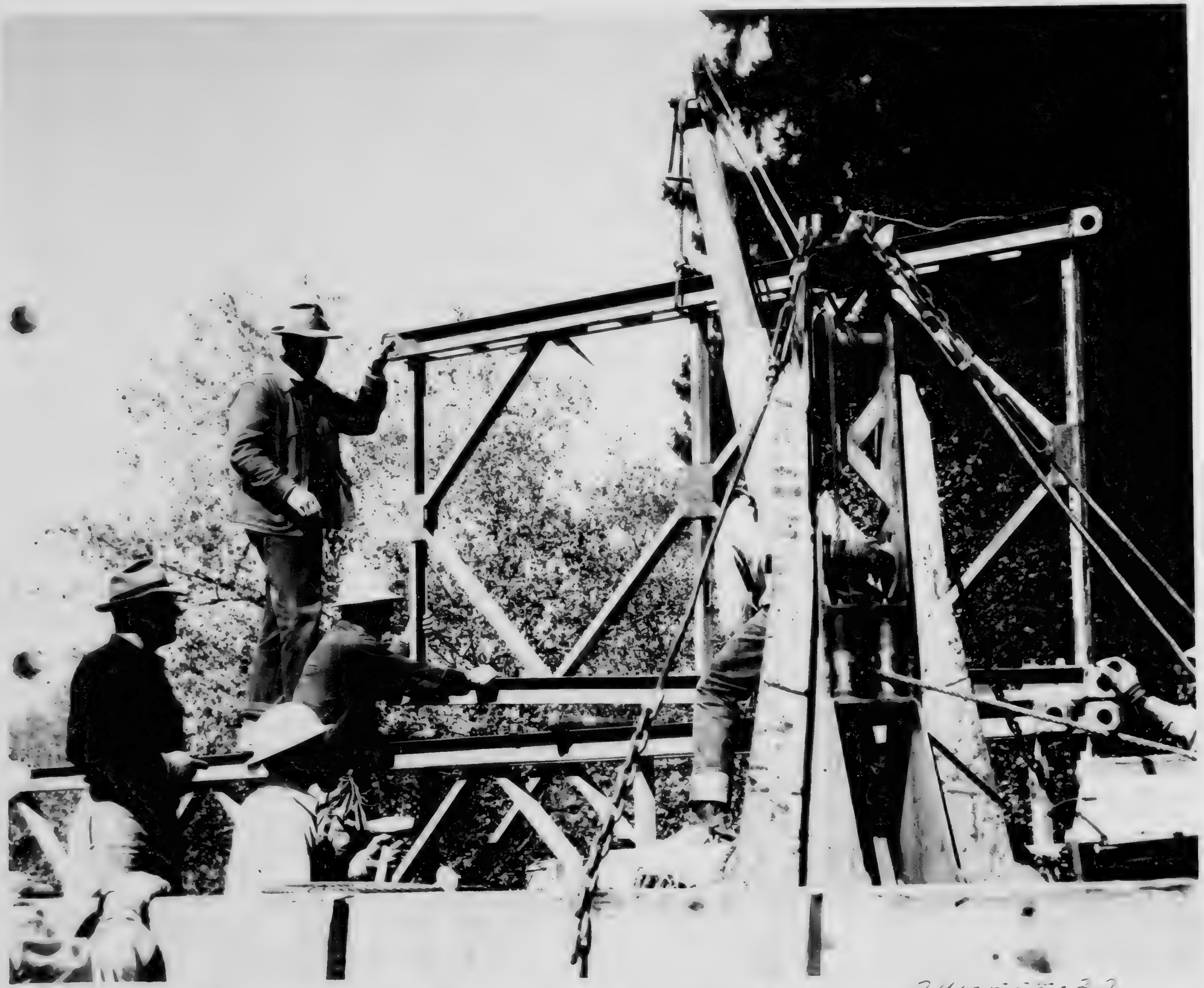

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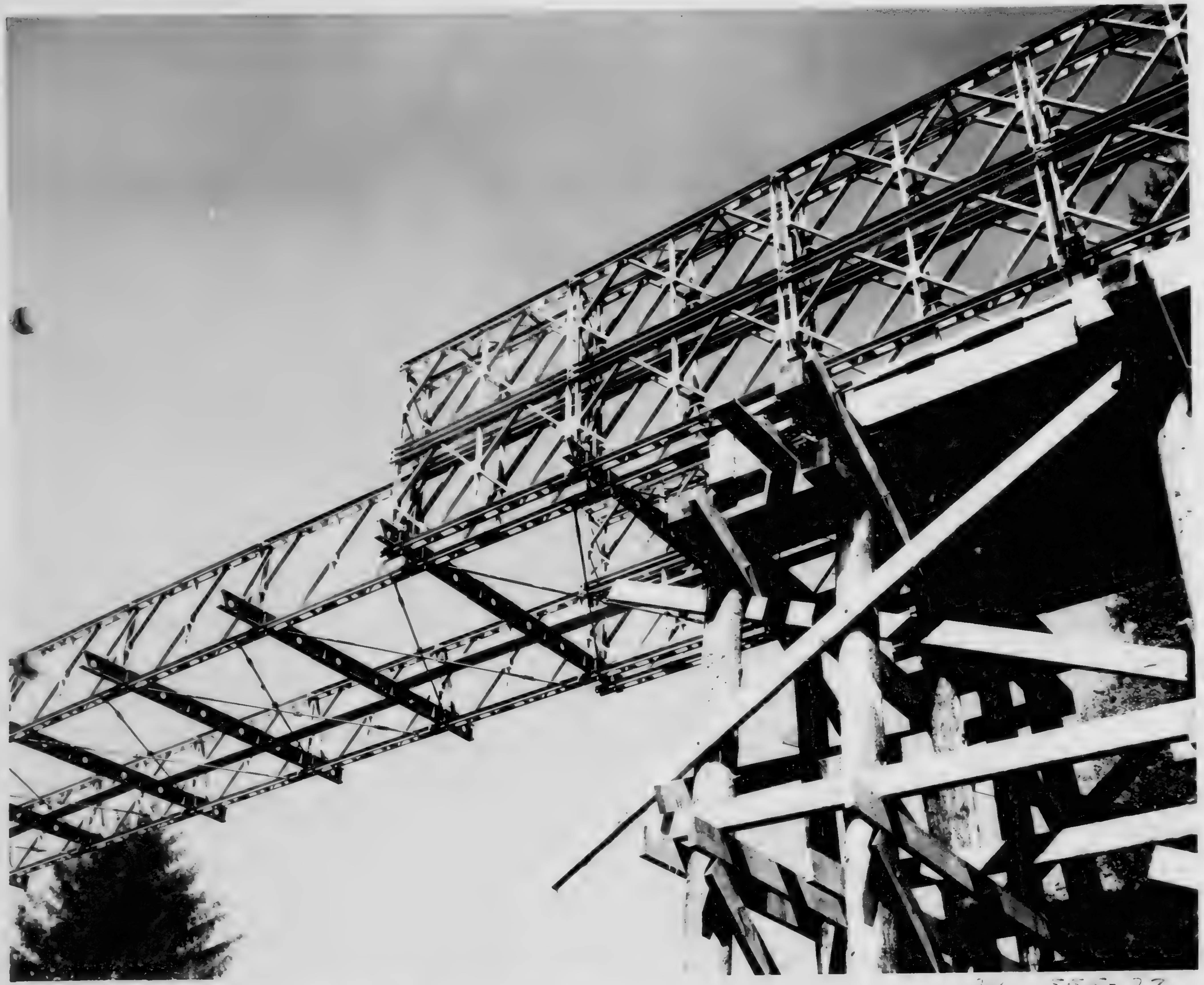

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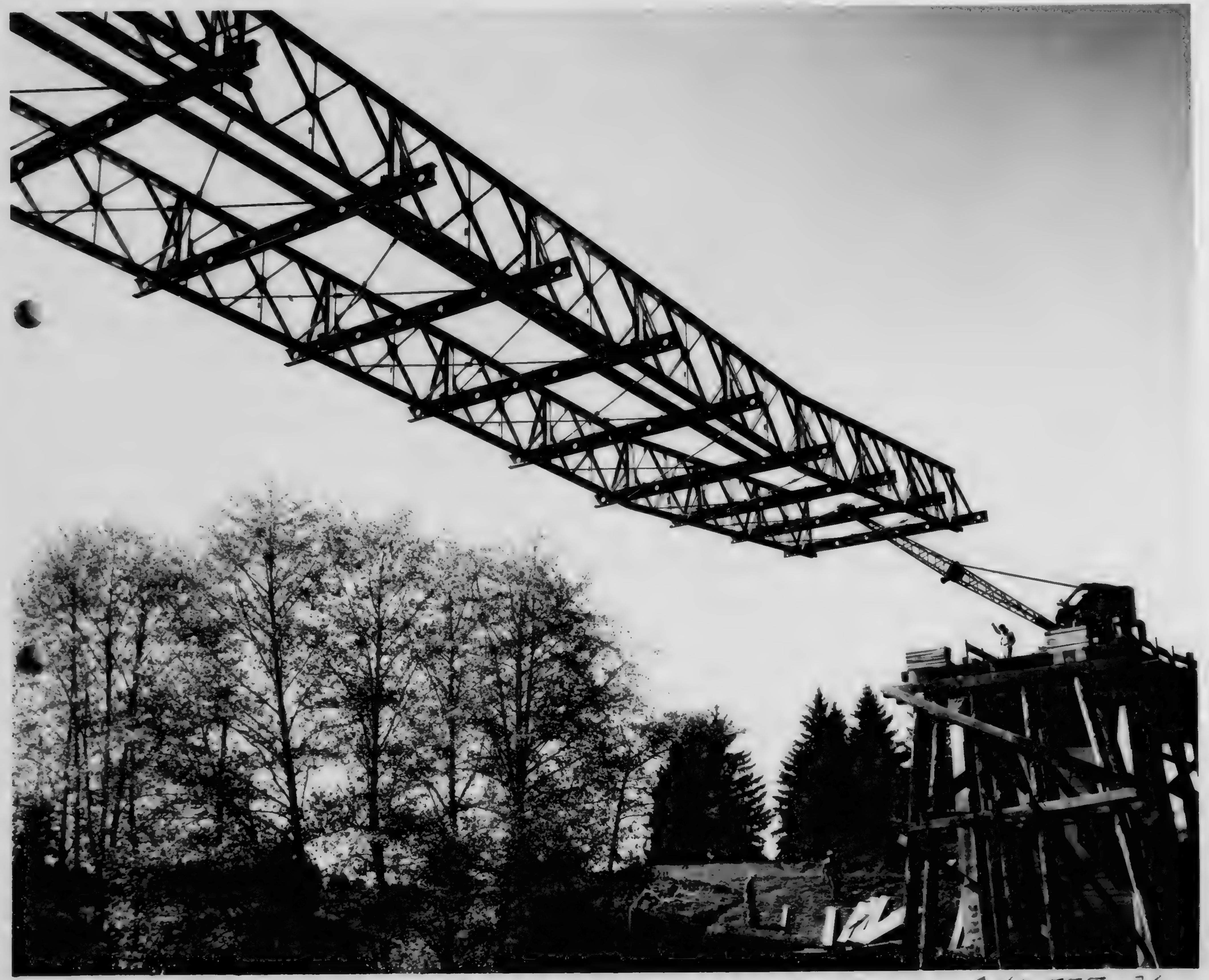

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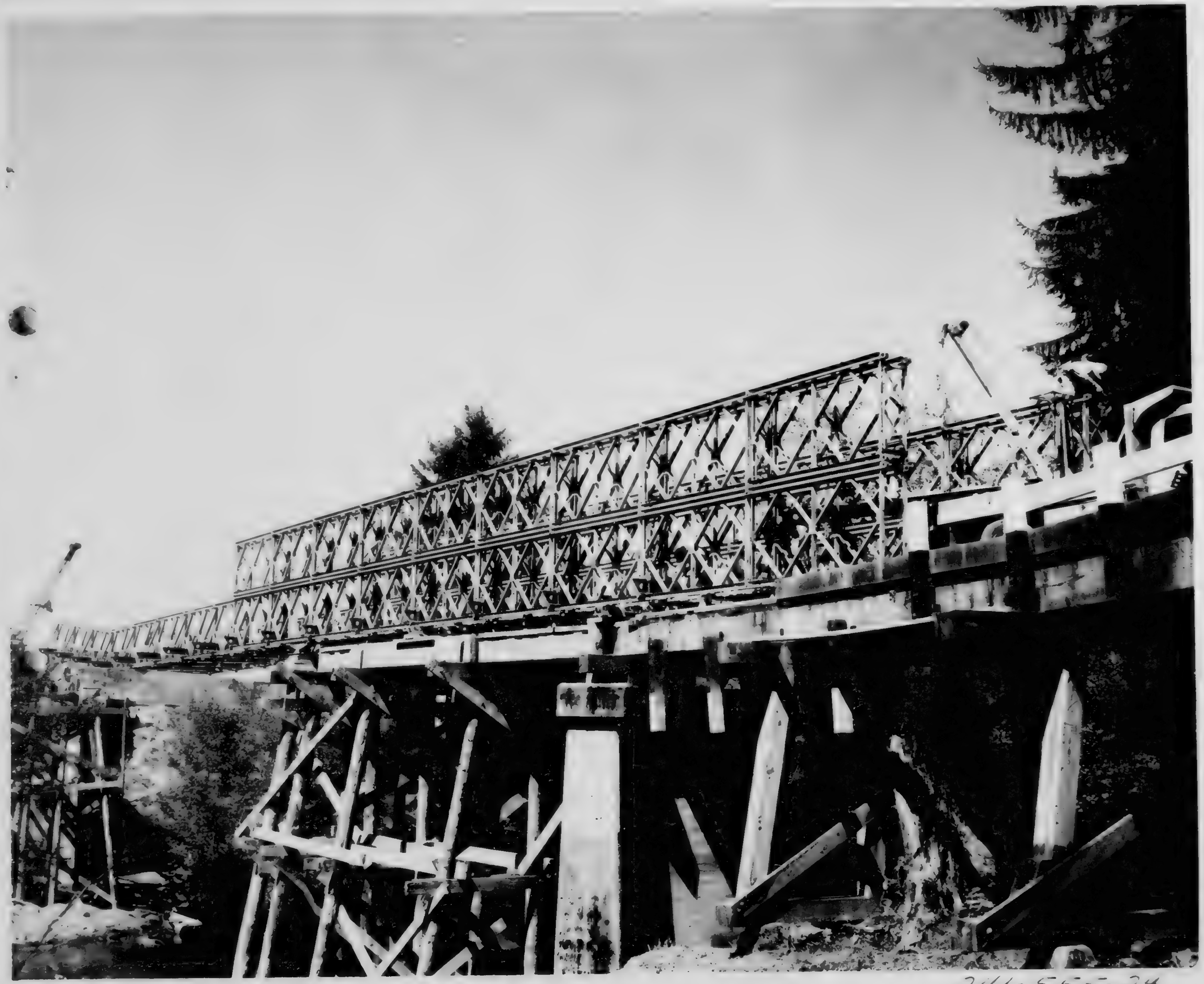

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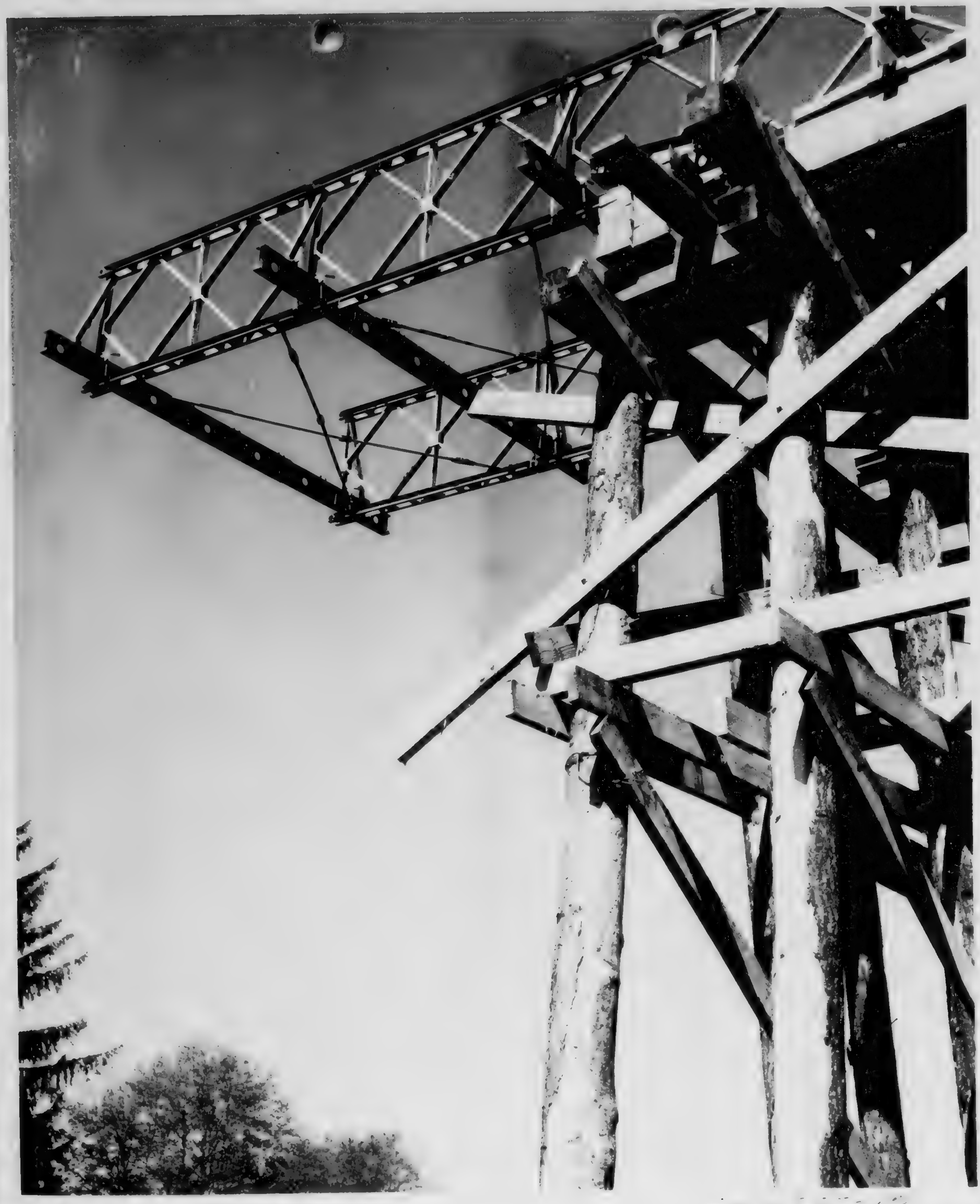

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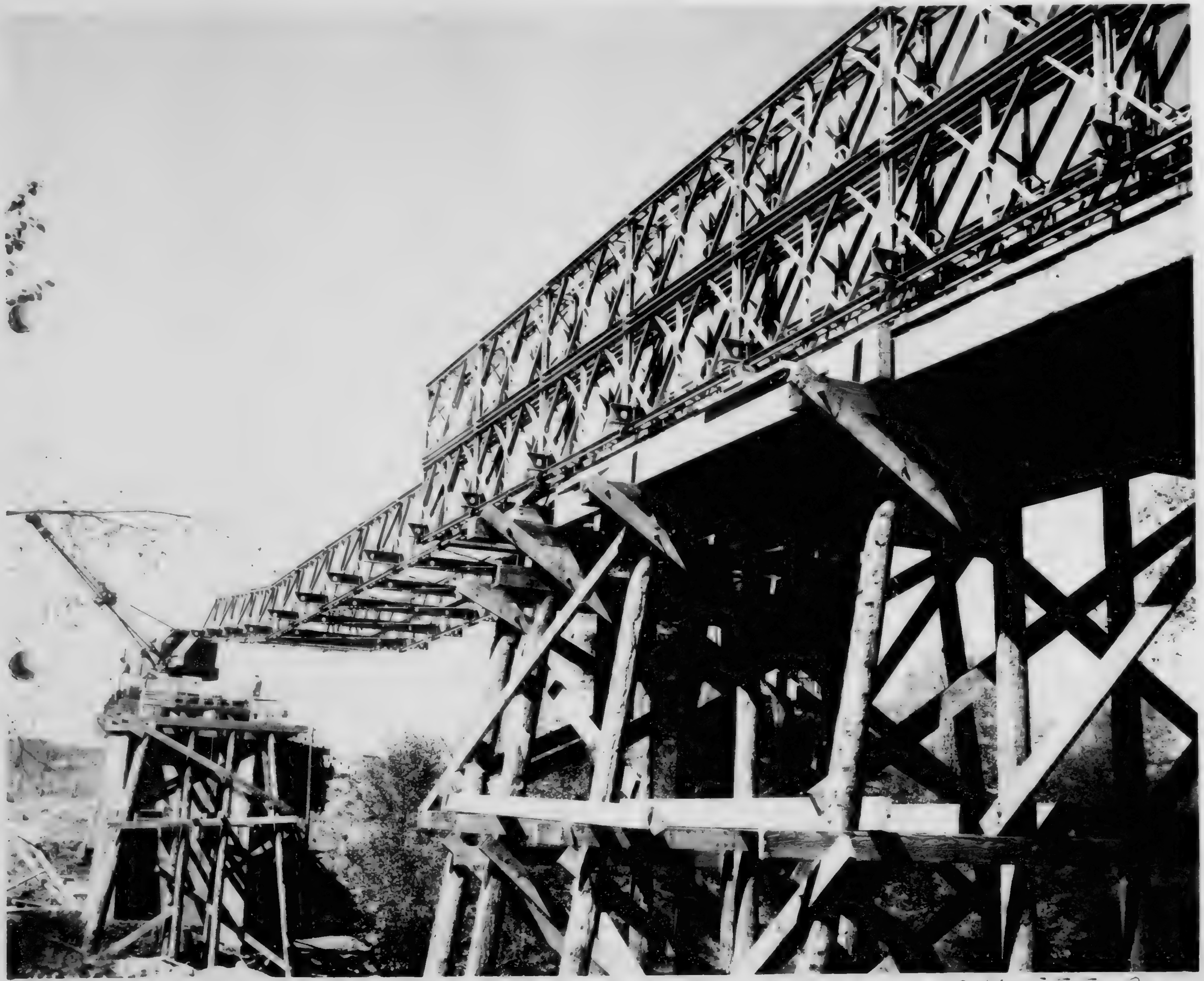

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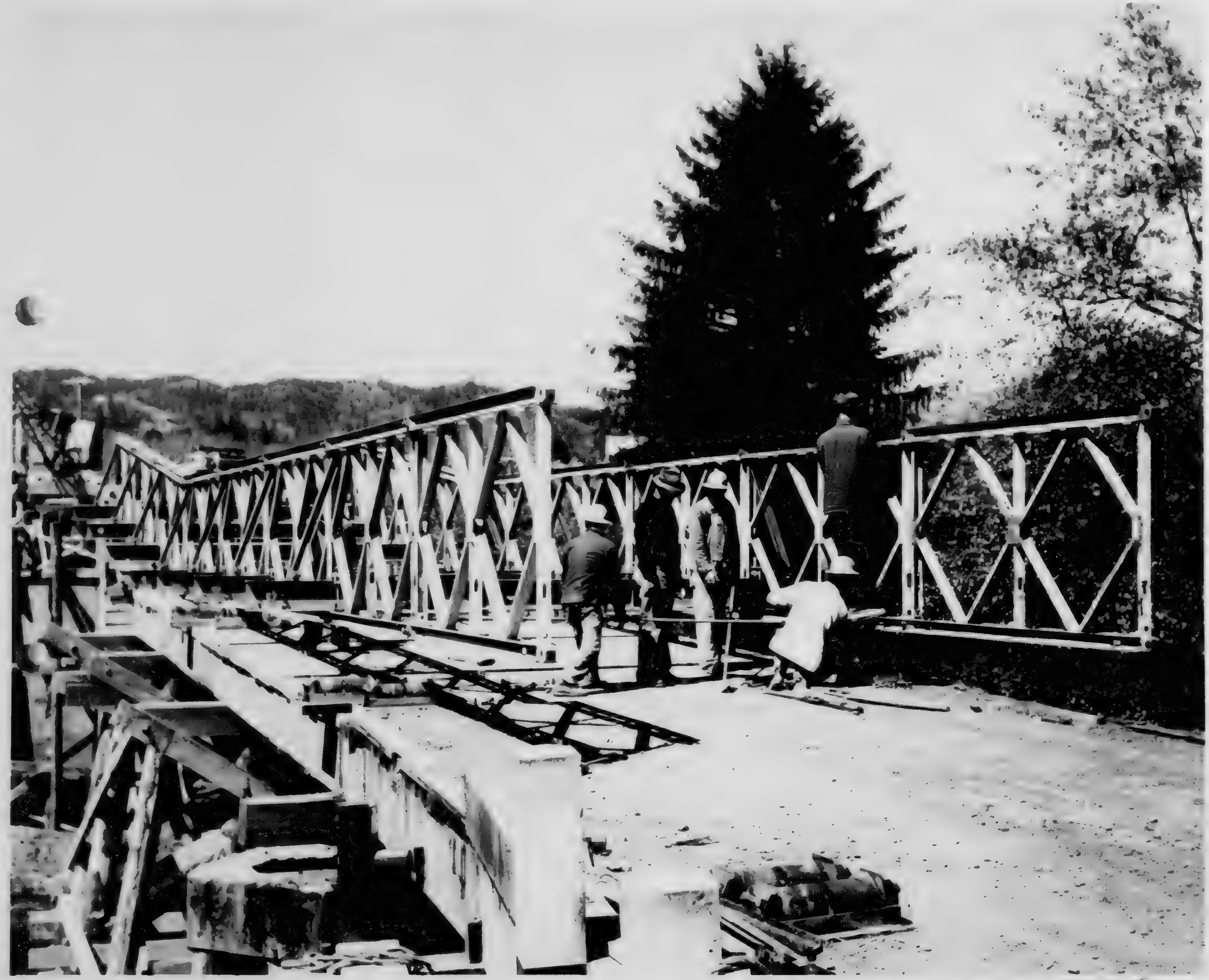

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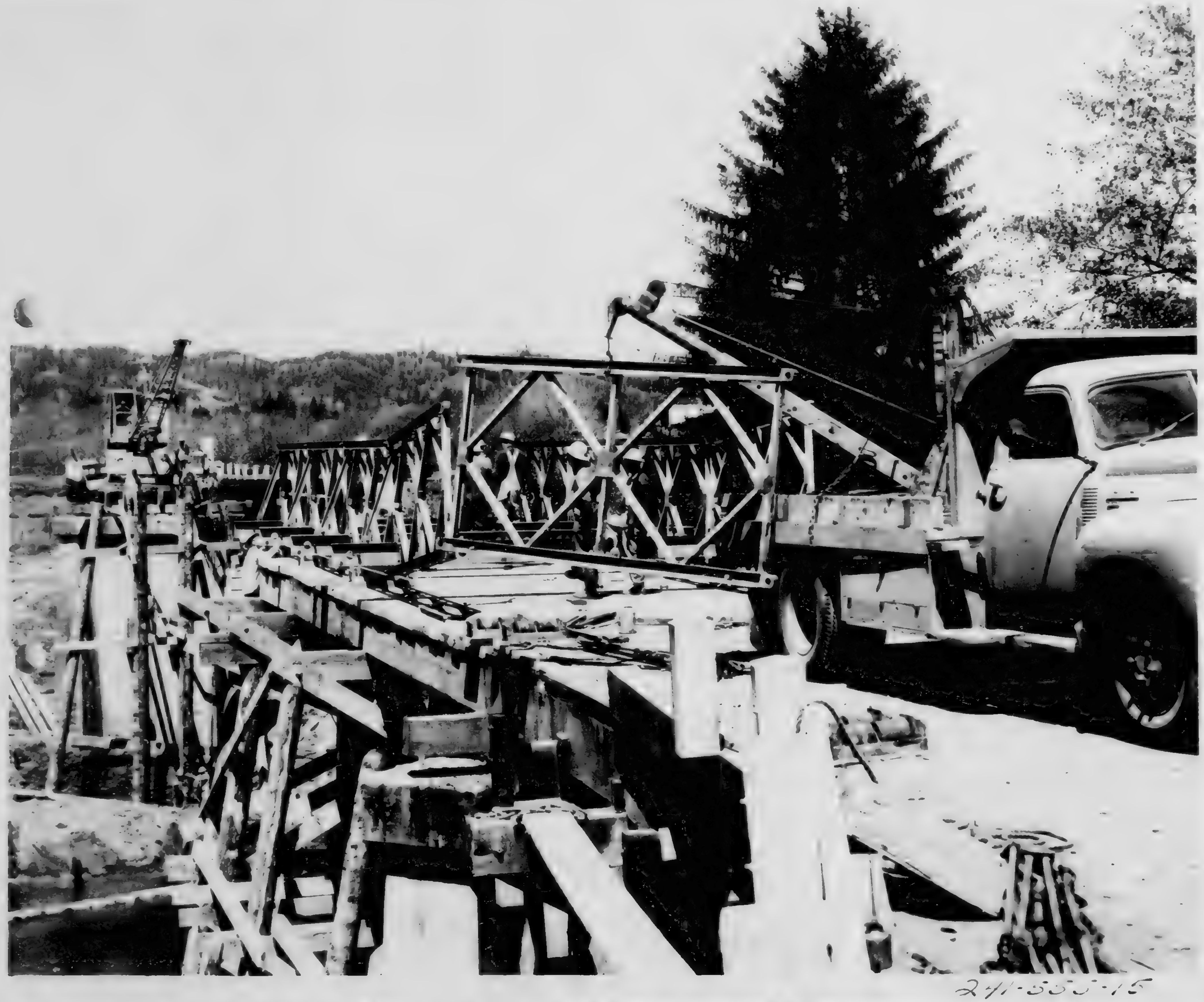

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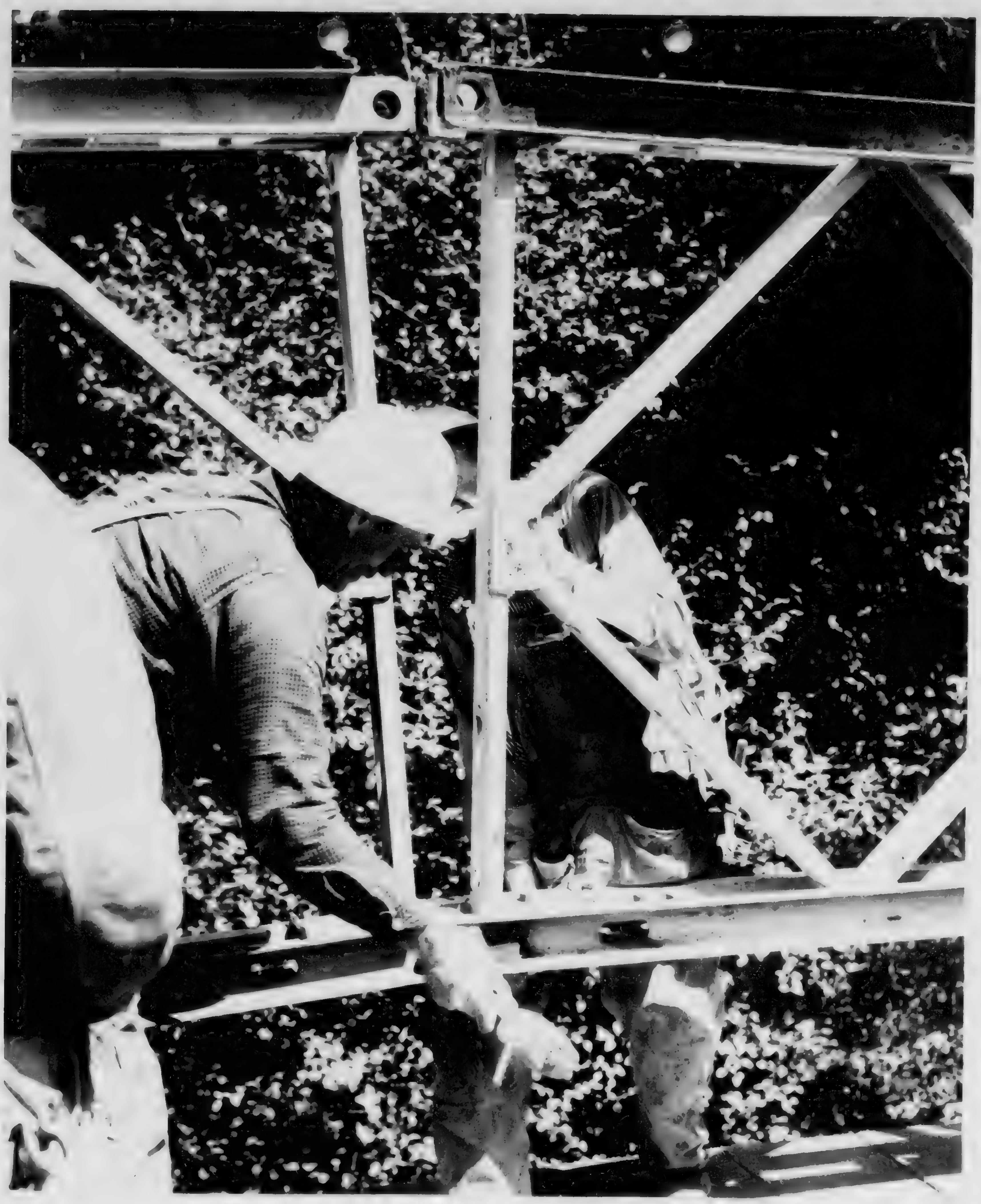

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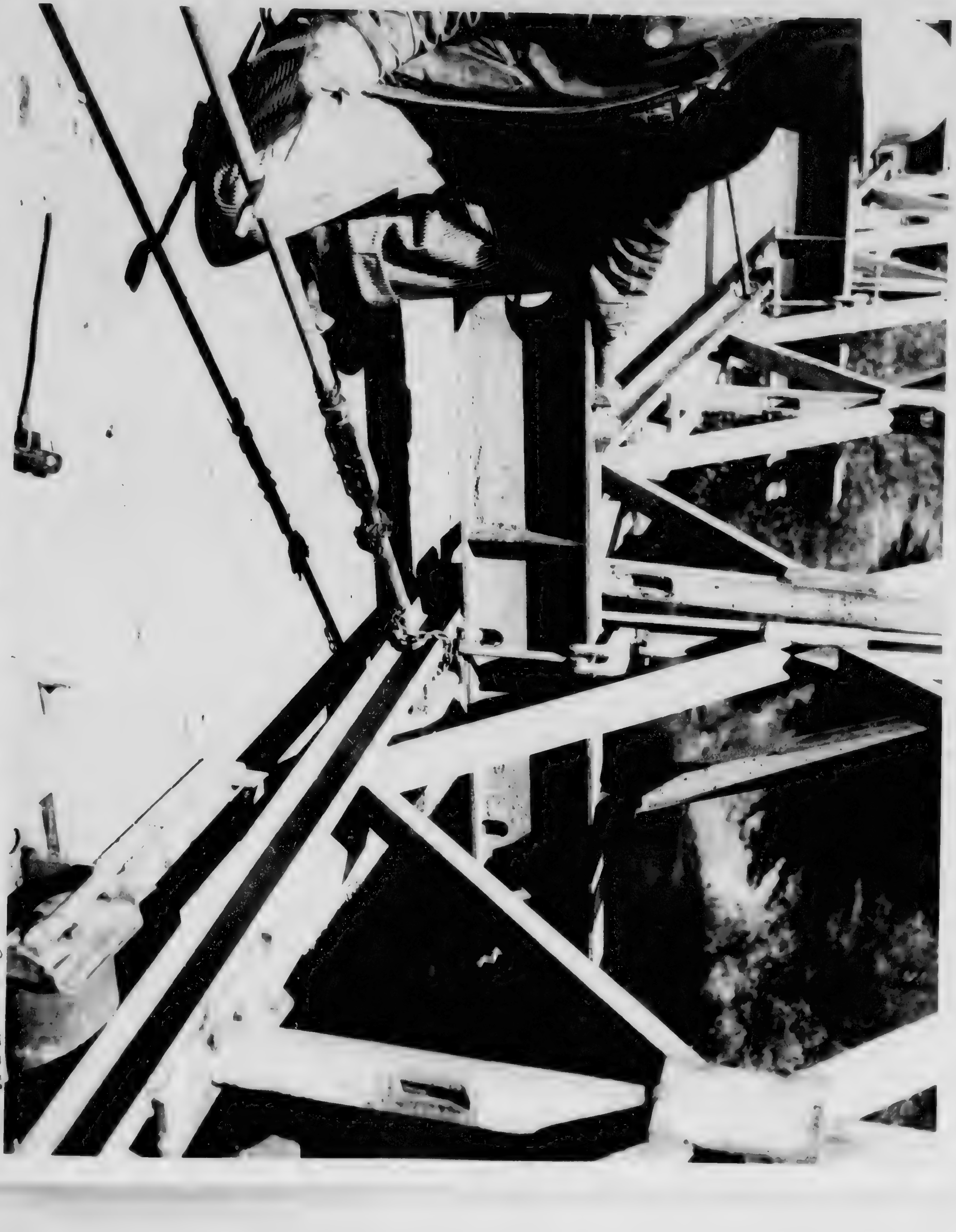

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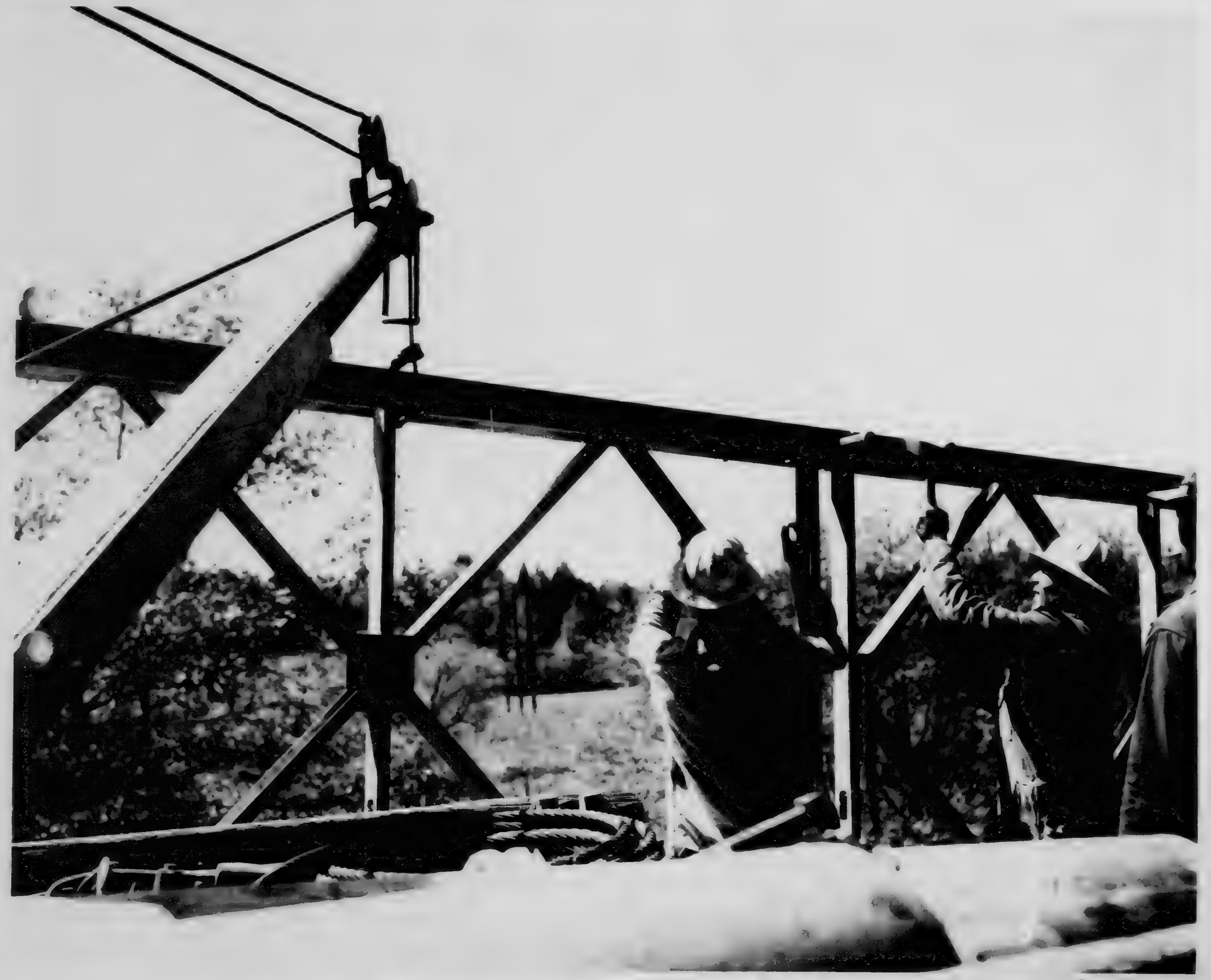

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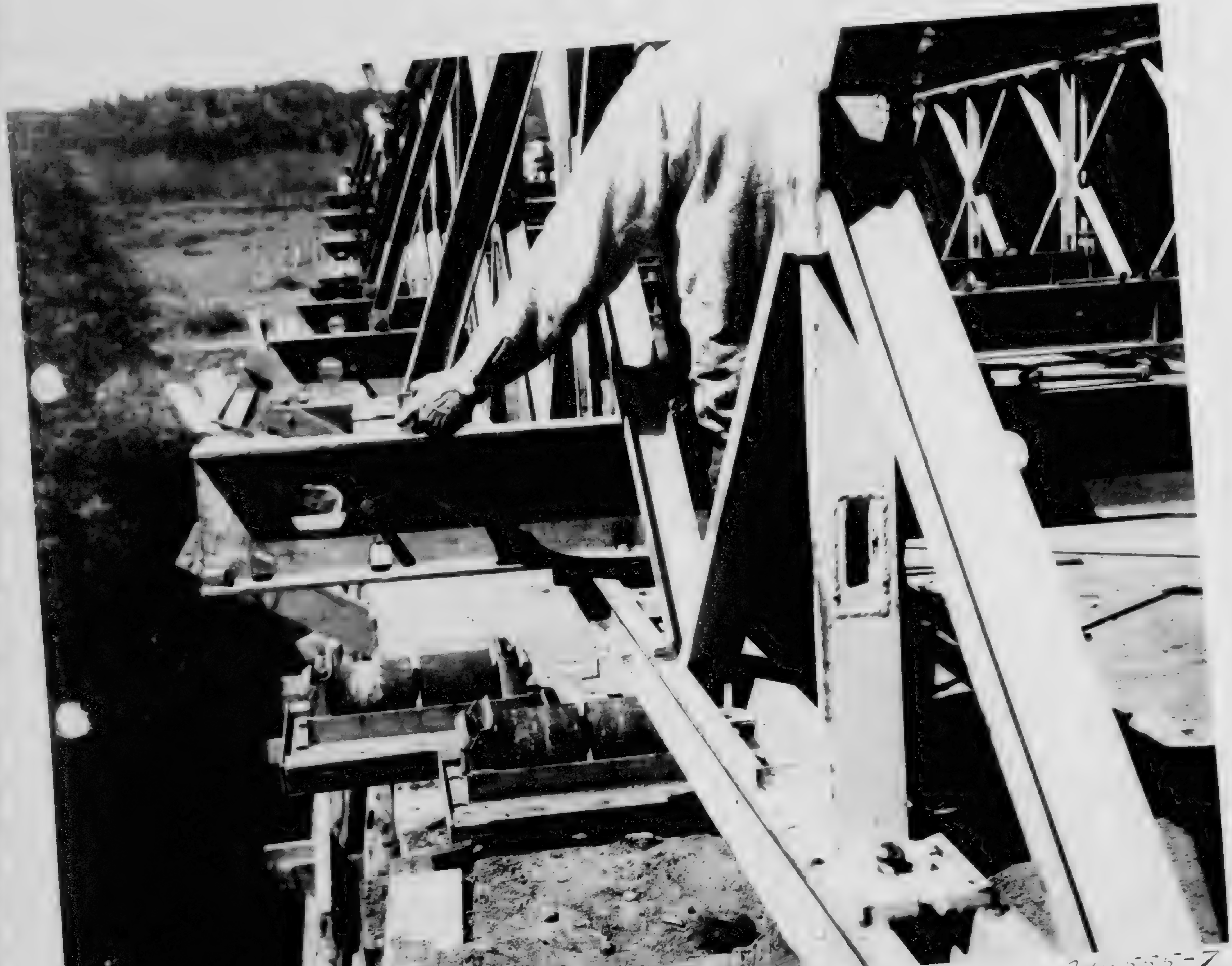


241-555-7

8-1019 Brush Creek Relief Channel, 1955
Brush Creek-Greggs Creek Sec.
#1[illegible] of the Oregon Coast Highway.

[illegible]

A

September 20th, 1956

1019
4522

Brush Creek-Greggs Creek
Contract #4522

Final Cost Analysis
Channel Relief
Glenn Ousley, Contractor
G. A. Barnhart, Resident Engineer

Oregon Coast Highway
Prefix 8-1019-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$1,500	$955.65	$ 955.65	$ 1,500.00
Drainage Excav., Unclass.	225.3	Cu. Yd.	10.00	3.48	785.49	2,253.00
General " "	25,006.2	" "	0.46	0.47	11,862.55	11,502.85
*Class "A" Concrete	48.89	" "	65.00	55.25	2,701.17	3,177.85
Metal Reinforcement	6,467	Lb.	0.15	0.0975	630.53	970.05
*PA #1, Cement Adjustment, Favor of Contractor	1.5	Bbl.	5.08	5.08	7.62	7.62
PA #2, Extra Allowance on General Excav., Unclass.	25,006.2	Cu. Yd.	0.05	Included in General Excavation		1,250.31
*PA #2, Extra Allowance on Class "A" Concrete	48.89	" "	4.00	195.56	195.56	195.56
					$17,138.57	$20,857.24

* Work done by Dow-Conn-Struction Co.

W. C. WILLIAMS

Gross Revenue	$20,857.24
Total Cost	17,138.57
Net Profit	$ 3,718.67

Net Profit Equals 17.8% of Gross Revenue

Detail of Cost
Glenn Ousley

Labor:			
Labor		$3,365.45	
Labor Insurance		201.67	
Health and Welfare		98.00	
			$ 3,665.12
Materials:			
Reinforcing Steel	6,467 Lb. at $0.0975	$ 630.53	
			630.53
Equipment Rentals and Misc. Expense:			
Equipment Rental (Own)		$3,277.90	
" " (Hired)		4,299.65	
Gas, Oil and Grease		978.05	
Insurance		338.73	
Bond		176.22	
Freight		3.81	
Powder and Caps		362.23	
Small Tools		65.55	
Home Office and General Overhead		436.43	
			9,938.57
Paid Dow-Conn-Struction Co.			2,904.35
			$17,138.57

Remarks:

This was a "State Project" located on the west side of the Oregon Coast Highway in Curry County at about Station 445+00, which is approximately 10 miles south of the city of Port Orford.

The work to be done under this contract consisted of the construction of 450 feet of relief channel involving approximately 35,200 cubic yards of excavation, the construction of a diversion dam involving the use of approximately 3,280 cubic yards of the relief channel excavation, the construction of one reinforced concrete box culvert and the performance of such additional and incidental work called for in the plans and specifications.

The project was bid by Glenn Ousley on August 12th, 1955. It was awarded to him on August 23rd, 1955.

The contractor moved in a clearing crew consisting of three men and a D-8 Caterpillar tractor with a dozer blade on August 27th, 1955 and began clearing. This work progressed fast and was completed on September 9th, 1955.

On September 10th, 1955 he began making a channel to divert the creek around the location of the box culvert and excavated the material necessary for the placing of the concrete box. This work was completed during the first part of the week ending September 17th, 1955.

The subcontractor on concrete, Dow-Conn-Struction Company, began forming the box as soon as the base excavation was completed. The building of the box culvert was very slow due to rain and high water. The contractor completed the box culvert on October 22nd, 1955.

The principal contractor began excavating the relief channel on September 15th, 1955, using a D-8 with dozer shoving the excess material over the bank to the ocean beach. He worked in this manner until September 20th, 1955, at which time he discontinued the grading while the box culvert was completed.

On October 19th, 1955 he began grading again, using a D-8 cat with dozer and a small Turnapull scraper hauling to the west side of the culvert from the relief channel excavation. As work progressed he added another D-8 with ripper and worked two shifts when possible. This work was also hindered by rain and high water. He completed the project on November 15th, 1955.

An adjustment on the excavation and concrete bid prices was made as the final quantities underran the net quantities shown on the plans by 21.9% and 33.9%.

The item "Drainage Excavation" shows an exceptionally large profit as the contractor placed a unit bid price very high on a small bidding quantity and the quantity in that item overran the net shown by 901%.

The item "Metal Reinforcement" shows a high profit as the placing and tieing of the steel was included in the bid of the subcontractor on Class "A" Concrete.

Remarks (Cont'd):

The contractor having good bid prices, good equipment and plan of work, made a good profit.

M. N. Juve
Chief Cost Analyst

By . . F. Sugnet

RECEIVED
MAY 21 1956
FOR FILING
8-1-11

OREGON STATE HIGHWAY DEPARTMENT

(date) May 15, 1956

(CONTRACT NO.) 4522

(EST. NO.) 5-Final

(CONTRACTOR) Glen Ousley

(VOUCHER NO.) 9746

(WARRANT NO.) B-150618

(AMOUNT) $ 2,028.21

(DATE) 5/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Nov. 15, 1955

Completion Date: Nov. 15, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAY 16 1956

R. Rawlings

RECEIVED
MAY 3 - 1956
FOR FILING

8-1017
4522

May 2, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4522 for work performed on the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County was completed by the contractor, Glen Ousley, on November 15, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $2,028.21 will be released to the contractor on or after May 12, 1956. The total contract amount is $20,857.24 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robert Cross, Insurance
111 East Broadway
Eugene, Oregon

noted
on card
gl

6

RECEIVED
APR 9 - 1956
FOR FILING

8-1019
4522

April 9, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Glen Ousley on contract No. 4522, constructing Brush Creek Relief Channel on the Brush Creek-Greggs Creek Section of the Oregon Coast Highway in Curry County. This payment, in the amount of $1,936.23, will be released to the contractor on or after April 19, 1956. The retained percentage is $582.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Maryland Casualty Company
Robert Cross, Agent
111 East Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
JAN 6 1956
FOR FILING

3-1019
4522

TM

January 3, 1956

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31 to November 30, 1955 within which to complete your contract No. 4522, for constructing Brush Creek Relief Channel on the Oregon Coast Highway in Curry County.

We are pleased to inform you that the Highway Commission granted your request to November 15, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the Specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Geo. A. Barnhart,
Resident Engineer

Forrest Cooper,
Construction Engineer

Form E-1-Rev 6-55—10M

EPA

RECEIVED
NOV 29 1955
FOR FILING

8-1017
4522

November 28, 1955

Request for extension of time
No. 11
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Glen Cusley for an extension of time on the Brush Creek Relief Channel project, Contract No. 4522, from October 31, 1955 to November 30, 1955.

This contract was set up with a very close completion schedule inasmuch as it was our desire to get it completed before the fall rains set in; however, one extremely early rain, amounting to approximately 3 inches in 24 hours, caused the contractor some delay.

He used all possible means to complete this job and actually finished on November 15. I recommend extension to and including that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

Form E-1-Rev 6-[illegible]

6

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Brush Creek - Greggs Creek

For Week Ending November 19, 1955

Highway Oregon Coast

Kind of work Brush Creek Relief Channel

Contractor Glen Ousley

Section prefix 8-1012

Contract number 4522

Date of contract August 23, 1955

Date of completion October 31, 1955

Date work started August 27, 1955

Estimated date of completion November 15, 1955

Project authorization $26,433.00

Exclusive of Engineering $24,553.32

Per cent of time elapsed 120.4 %

Estimated cost of completed project, exclusive of engineering $21,082.32

Estimated per cent ~~overrun~~ or underrun 16.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1,879.08

Engineering cost to date $1,500.00, 80 %

Date project was completed November 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Tuesday morning, clened up area around the project and moved his equiptment out.

This is the final report.

NOTED
OSCAR CUTLER

RECEIVED
NOV 21 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed J A Barnhart

Address Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Feet Miles in project	450				
Miles partially completed	450				
Miles completed	450				
Total estimated quantities (contract)	35,200				
Total quantities corrected to date	26,200				
Estimated quantities moved or placed to date	25,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	4				

Men [illegible] 4

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors 1

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ......1...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow		
Monday	Snow & Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

RECEIVED
SEP 16 1955
FOR FILING

1-1011
45.2

September 15, 1955

Mr. Glen Ousley
110 Merry Lane
Eugene, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4522 which was awarded to you August 23, 1955, by the State Highway Commission, covering work on the Brush Creek Relief Channel on the Brush Creek-Greggs Creek Section on the Oregon Coast Highway in Curry County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
SEP 6 - 1955
FOR FILING

8-1019
4522

August 23, 1955

Glen Cunley
110 Merry Lane
Eugene, Oregon

Dear Sir:

The State Highway Commission on August 12, 1955 accepted your proposal for the Brush Creek Relief Channel on the Oregon Coast Highway in Curry County for the sum of $23,496.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4522.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. N. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 23, 1955
4:15 p.m.

Glen Ousley
110 Merry Lane
Eugene, Oregon

Contract for Brush Creek Relief Channel, Curry County, for which you submitted low bid on August 12, 1955 awrded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
✓ Files
C. W. Head

BFI-323(14) 122nd Ave. Ramp Unit, 92nd 1955
Ave.-Fairview Sec. of the
#4523 T. H. Banfield Expressway.

A

FORM E-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT [illegible] 1956
FOR FILING

[illegible]

October 8, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1955 to July 31, 1956 within which to complete your contract No. 4523, covering the 122nd Avenue Ramp Unit, 92nd Ave.-Fairview Section of the T.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Shelton,
Division Engineer

James Don,
Resident Engineer

Tom Edwards,
Construction Engineer

1

BFI-323(14)
4523

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4523	6-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19561	H-160691	$ 1,186.02	9/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to July 31, 1956

Completion Date: July 20, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 15 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 31 1956
FOR FILING

3FI-323 (11)

4523

August 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 10
September 27-28 meeting

Gentlemen:

Herewith a request from Warren Northwest, Inc., for an extension of time on the 122nd Avenue Ramp, Contract No. 4523, from August 31, 1955 to July 31, 1956.

Bids for this project were received July 1, 1955, but the contract was not awarded until August 30, 1955, which rendered it impossible for the contractor to complete in the 1955 season. The delay was not the fault of the contractor, and I am, therefore, recommending that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
AUG 30 1956
FOR FILING

[illegible]

4523

August 29, 1956

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4523 for work performed on the 122nd Avenue Ramp Unit, 92nd Ave.-Fairview Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Warren Northwest, Inc., on July 20, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,186.02 will be released to the contractor after acceptance by the Commission. The total contract amount is $25,745.70, of which amount $45.57 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
AUG 10 1956
FOR FILING

EF- [illegible]

4523

August 10, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4523, covering the 122nd Avenue Ramp Unit, 92nd Ave.-Fairview Section of the T.H. Banfield Expressway in Multnomah County. This payment, in the amount of $2,405.34, will be released to the contractor on or after August 20, 1956. The retained percentage is $759.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

Form E-1—[illegible]

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

BFI-323 (14)
4523

For Week Ending August 4, 1956

Section 122nd Ave. Ramp Unit of the 92nd Ave. - Fairview

Kind of work Grading & Paving

Highway T.H. Banfield Expressway

Section prefix 26-1056

Contractor Warren Northwest

Contract number ~~4563~~

Date of contract 8-30-55, 19

Date of completion 9-31-55, 19

Date work started 9-12-55, 19

Estimated date of completion 7-24-56, 19

Project authorization $40,070.88

Exclusive of Engineering $37,184.24

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 37,184.24

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2846.64

Engineering cost to date $ 2700.00, 95 %

Date project was completed July 20, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final on this project and turned same into Division Office August 1, 1956.

NOTED
L. H. Young

Noted
M. N. Juve

RECEIVED
AUG 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. D. ASBURRY

Signed James Dow

Address Portland, Oregon

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 31 1956
FOR FILING

BFI-323(14)

4523

July 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 20, 1956 on Contract No. 4523, 122nd Ave. Ramp Unit, 92nd Ave.-Fairview Section, in Multnomah County, in connection with Federal Aid Project No. BFI-323(14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc: John Cattrall

RECEIVED
AUG 1 1956
FOR FILING

BFI-323 (14)

4523

July 27, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 122nd Avenue Ramp, Contract No. 4523, Oregon BFI-323 (14), from August 31, 1955 to July 20, 1956, to Warren Northwest, Inc., contractors.

Bids for this project were received July 1, 1955, but the project was not awarded until August 30, 1955, which rendered it impossible for the contractor to complete in the 1955 season. The delay was not the fault of the contractor, and I would, therefore, recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
JUN 28 1956
FOR FILING

FORM E30—80M—11-55—90224
BF1- [illegible] (14)

45 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1956

SUBJECT:

To: W. C. Williams
Deputy State Highway Engineer
Building

NOTED
W. C. WILLIAMS

The attached letter from Multnomah County is in reference to a Warrant to be drawn in favor of the Oregon State Highway Department for Multnomah County share of the cost of property acquired by the State for the 122nd Avenue Connection with the Banfield Expressway.

The terms of settlement are in accordance with Miscellaneous Resolution No. 153 adopted by the Commission on August 30, 1955.

CHMaison
C. H. Maison

CHM:cg

RECEIVED
JUN 28 1956
OFFICE OF
STATE HIGHWAY ENGINEER

John Catterall said this is a R/W deal. There was a situation where both the State + Mult. Co. would be dickering for R/W with the same property owners, so there was an agreement between State & Co. wherein State would buy R/W, Mult. Co. to reimburse State.

Mr. John J. O'Donnell
Auditor
Court House

Mr. William M. Langley
District Attorney
Court House

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 21, 1956, the following action was taken:

Rec Roadmaster that Co Auditor be authorized to draw warrant in amt $17,341.50 in favor of St of Oregon by and through its St High Com in connec with NE & SE 122nd Ave. No. 2172, with further rec that attached bargain & sale deed from State for widening 122nd Ave be accepted & recorded for co rd purposes.

ORDERED that the County Auditor be authorized to draw a warrant in the sum of $17,341.50 in favor of the State of Oregon by and through its State Highway Commission. ORDERED, further, that said bargain and sale deed be referred to the District Attorney for drawing of form of Order of Acceptance.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By s/ Orpha R. Gloss
Clerk of Board

DD
Enc. - Deed to Dist. Atty

Original released to Mason

RECEIVED
JUN 27 1956
FOR FILING

EFL-[illegible]

4523

C
O
P
Y

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS
County Courthouse
Portland 4, Oregon
June 22, 1956

Mr. P. C. Northrop
Roadmaster
2115 S. E. Morrison Street
Portland 15, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Mr. William M. Langley
District Attorney
Court House

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 21, 1956, the following action was taken:

Rec Roadmaster that Co Auditor be authorized to draw)
warrant in amt $17,341.50 in favor of St of Oregon by
and through its St High Com in connec with NE & SE 122nd)
Ave. No. 2172, with further rec that attached bargain &
sale deed from State for widening 122nd Ave be accepted
& recorded for co rd purposes.)

ORDERED that the County Auditor be authorized to draw a warrant in the sum of $17,341.50 in favor of the State of Oregon by and through its State Highway Commission. ORDERED, further, that said bargain and sale deed be referred to the District Attorney for drawing of form of Order of Acceptance.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By s/ Orpha R. Gloss
Clerk of Board

DD
Enc. - Deed to Dist. Atty

Original released to Mason

COMMISSIONERS
M. JAMES GLEASON
AL. L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH

1854

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

June 22, 1956

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
C. H. MAISON

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Mr. William M. Langley
District Attorney
Court House

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 21, 1956, the following action was taken:

Rec Roadmaster that Co Auditor be authorized to draw)
warrant in amt $17,341.50 in favor of St of Oregon by
and through its St High Com, in connec with NE & SE 122nd)
Ave, No. 2172, with further rec that attached bargain &
sale deed from State for widening 122nd Ave be accepted }
& recorded for co rd purposes

ORDERED that the County Auditor be authorized to draw a warrant in the sum of $17,341.50 in favor of the State of Oregon by and through its State Highway Commission. ORDERED, further, that said bargain and sale deed be referred to the District Attorney for drawing of form of Order of Acceptance.

Yours very truly,
BOARD OF COUNTY COMMISSIONERS
By
Clerk of Board

DD
Enc. - Deed to Dist Atty

RECEIVED

FOR FILING

FORM E-30X—37,500—2-55—[illegible]

45[illegible]2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24th, 1956

SUBJECT: 122nd Avenue Project

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

In order to present a proper analysis of the proposals for the so-called high and low grade lines on the 122nd Avenue project, will you please submit to this office an estimate based on a grade line that would follow closely in most cases the existing grade of the street so that the present surfacing could be preserved and an estimate based on construction of curbs to fit the adjacent property which would, I believe, necessitate excavating the present pavement and surfacing and probably in certain areas additional depth.

While I am on the subject, I might mention the matter of water or gas maines which seem to be frequently overlooked in projects of this type. Please be sure that we include anything necessary for revision of these facilities.

It would be appreciated if this information could be transmitted to Salem in the near future.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams✓

RECEIVED
JAN 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form PR 2 (Revised 1950)

CPR8-1855

State Oregon

Project No. EFI-323(14)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of November, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1955, a program, which was approved on the 13th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 14th day of June, 1955, and the sum of twenty thousand and 00/100 dollars ($20,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
~~[illegible]~~				
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept.1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station "SS" 411+40.3 and survey station "SS" 423+85 and between survey station "TS" 416+42.94 and survey station "TS" 420+70.96, all in the NW 1/4 of Section 26, T. 1 N., R. 2 E., W.M.,

, length 0.000 miles, in Multnomah County, being Oregon project No. BFI-323(14), consisting of / ramp construction having no net length ~~miles~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of twenty thousand and 00/100 dollars ($20,000.00), which does not exceed the authorized Federal pro rata share of thirty-three thousand, six hundred forty-one and 30/100 dollars ($33,641.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

RECEIVED
NOV 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. UFI-323(14)

122nd AVENUE RAMP SECTION

OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 14, 1955

Type Code 6201
Roadway, Right of Sta. 414+10 (Contract No. 4523)

All Required	Clearing and Grubbing		$ 500.00
40 Cu. yds.	Drainage Excavation, Unclassified	$ 2.00	80.00
21,000 Cu. yds.	General Excavation, Unclassified	0.50	10,500.00
All Required	Finishing Roadbed and Slopes		500.00
3,200 lin. ft.	Rounding Cutbanks	0.10	320.00
170 lin. ft.	18-inch Arch Type Corrugated Metal Pipe	4.00	680.00
8 Cu. yds.	Concrete Curbs	36.00	288.00
230 lin. ft.	Metal Guard Rail	2.50	575.00
50 lin. ft.	1½" Electrical Conduit	1.00	50.00
3,200 Cu. yds.	Coarse Crushed Material in Base	2.00	6,400.00
800 Cu. yds.	3/4" - 0 Material in Base	2.50	2,000.00
100 M-gal.	Sprinkling	2.00	200.00
All Required	Preparation of Base		100.00
60 Cu. yds.	3/4" - 0 Material in Binder Course	4.00	240.00
10 Tons	RC-3 Asphalt in Binder Course	40.00	400.00
1,200 Tons	Class "B" Asphaltic Concrete	5.75	6,900.00
3 Tons	RS-1 Asphalt in Tack Coat	70.00	210.00
6 Tons	150-200 Asphalt in Pavement Seal	40.00	240.00
60 Cu. yds.	Aggregates in Pavement Seal	5.00	300.00
100 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	100.00
	Subtotal		$30,583.00
	10% Engr. & Cont.		3,058.30
	Total		$33,641.30

Length of Roadway 0.000 miles

Federal Funds- -	$20,000.00
State Funds- -	13,641.30
	$33,641.30

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953.

State Funds for Maint.: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-323(14), 122nd Ave. Ramp Unit, 92nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 23 1955
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

Federal Aid Project
No. BFI-323(14)

122nd AVENUE RAMP SECTION
OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 14, 1955

Type Code 6201
Roadway, Right of Sta. 414+10

All Required	Clearing and Grubbing		$ 500.00
40 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	120.00
21,000 cu. yds.	General Excavation, Unclassified	0.60	12,600.00
All Required	Finishing Roadbed and Slopes		250.00
3,200 lin. ft.	Rounding Cutbanks	0.20	640.00
170 lin. ft.	18-inch Arch Type Corrugated Metal Pipe	4.00	680.00
8 cu. yds.	Concrete Curbs	60.00	480.00
230 lin. ft.	Metal Guard Rail	2.50	575.00
50 lin. ft.	1¼" Electrical Conduit	1.25	62.50
3,200 cu. yds.	Coarse Crushed Material in Base	2.50	8,000.00
800 cu. yds.	3/4" - 0 Material in Base	3.00	2,400.00
100 M-gal.	Sprinkling	3.00	300.00
All Required	Preparation of Base		100.00
60 cu. yds.	3/4" - 0 Material in Binder Course	4.25	255.00
10 tons	RC-3 Asphalt in Binder Course	50.00	500.00
1,200 tons	Class "B" Asphaltic Concrete	7.00	8,400.00
3 tons	RS-1 Asphalt in Tack Coat	50.00	150.00
6 tons	150-200 Asphalt in Pavement Seal	48.00	288.00
60 cu. yds.	Aggregates in Pavement Seal	4.50	270.00
100 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	100.00
	Subtotal		$36,670.50
	10% Engr. & Cont.		3,667.05
	Total		$40,337.55

Length of Roadway 0.000 miles

Federal Funds- -	$24,000.00
State Funds- -	16,337.55
	$40,337.55

RECEIVED
SEP 16 1955
FOR FILING

BFI-323 (14)

September 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 12, 1955 on Contract No. 4523, 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section, in Multnomah County, in connection with Federal Aid Project No. BFI-323(14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
SEP 16 1955
FOR FILING

[illegible]
45[illegible]

September 15, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4523 which was awarded to you August 30, 1955 by the State Highway Commission, covering grading and paving 122nd Ave. Ramp Unit, 92nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
SEP 16 1955
FOR FILING

FORM E-30X 87½ 3-54 73730

BFI-323(14)

4523

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699 - Sellwood Station
Portland 2, Oregon

Dear Sir:

A subcontract between Warren Northwest, Inc. and Vernie Jarl covering items 1 to 6 inclusive on the 122nd Avenue Unit of the Banfield Expressway Contract No. 4523, Oregon BFI-323(14), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dt

cc- Mr. W. C. Williams
Mr. G. G. Polk - 2

RECEIVED
SEP 6 - 1955
FOR FILING

[illegible]
4523

August 30, 1955

Warren Northwest Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on July 1, 1955 accepted your proposal for grading and paving the 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of the T. H. Banfield Expressway, Multnomah County, for the sum of $30,583 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4523.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 30, 1955

Warren Northwest Inc.
9860 N. E. Hancock Dr.
Portland, Oregon

Contract for 122nd Avenue Ramp Unit, 92nd Avenue-Fairview Section of T. H. Banfield Expressway, Multnomah County, for which you submitted low bid on July 1, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
C. W. Head
Files

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

RECEIVED
AUG 31 1955
FOR FILING

August 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the 122nd Avenue Ramp Unit of the 92nd Avenue-Fairview Section of the T. H. Banfield Expressway in Multnomah County, Project BFI-323(14), to the Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of $30,583.00 submitted on July 1, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
SEP 1 - 1955
FOR FILING
OREGON DISTRICT

4523

08-35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 30, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project BFI-323(14), 122nd Avenue Ramp Unit on the T. H. Banfield Expressway, we hereby concur as of this date in award of Contract No. 4523 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $30,583.00 at the July 1, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 31 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG [illegible] 1955
FOR FILING

1B I [illegible]
4 [illegible]

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 5072 • PHONE KENWOOD 7531
PORTLAND 13, OREGON

August 8, 1955

Oregon State Highway Department,
Salem, Oregon.

Attention Mr. W. C. Williams.

Dear Sir:

We hereby give our consent to the Oregon State Highway Commission, to postpone making the award of contract on the 122nd Avenue Ramp Section of the T. H. Banfield Expressway, on which we were low bidder July 1, 1955.

Due to this postponement of making the award of contract, we shall expect the Commission to automatically grant an extension of time in which to complete the project.

W. C. WILLIAMS

Yours very truly,
Warren Northwest, Inc.,

A M Eppling

A. M. Eppling
Secretary-Treasurer

RECEIVED
AUG 9 1955
STATE HIGHWAY COMMISSION

FORM E-123 20M

RECEIVED
JUL 25 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 20, 1955

Mr. George W. Buck
Roadmaster
2115 S.E. Morrison Street
Portland 15, Oregon

Attention: Mr. P. C. Northrop, Assistant Roadmaster

Re: FUX 56
N.E. 122d Avenue Overcrossing
Multnomah County

Dear Mr. Buck:

Mr. Stephenson has handed to me three copies of proposed agreement between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, the State of Oregon, by and through its State Highway Commission, and County of Multnomah, relative to the widening of the N.E. 122d Avenue Overcrossing project.

I have been advised that the only interest which the Highway Commission has in this project is the furnishing of engineering services to Multnomah County under ORS 366.175 and that Multnomah County has handled, or will handle the call for bids, the awarding of a contract, and all payments to be made under the contract.

Under these conditions, it does not appear that the Highway Commission has any direct interest in the project and that the Commission should not properly be made a party to the agreement. It is objectionable from the standpoint of the Highway Commission that it imposes obligations on the State of Oregon, which the Highway Commission should not properly assume, and also confers benefits which should be granted to Multnomah County rather than to the State.

Under the circumstances, the three copies of the agreement are being returned to you herewith without action by the Highway Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RH
cc: Mr. G. S. Paxson
Mr. F. M. Stephenson

RECEIVED
JUL 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAY 9 1955
FOR FILING

May 6, 1955

Mr. Geo. W. Buck, Roadmaster
Multnomah County
2115 S. E. Morrison Street
Portland 15, Oregon

Attention: Mr. Paul Northrup

Dear Sir:

The plans and specifications for the revisions to the 122nd Avenue undercrossing of the Union Pacific Railroad Company's tracks are complete, and bids can be taken at the meeting of the Highway Commission on May 25 and 26. Our estimate of the cost of the project, including an allowance of $22,000 for Railroad Company's costs in carrying their traffic during construction, is $68,000. If you are ready to proceed with the project, we will advertise, open and tabulate the bids, and refer the matter to the County for award of contract.

We would appreciate your advice in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc P. M. Stephenson

NOTED
C. C. PAXSON

RECEIVED
MAR 31 1955
FOR FILING

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1955

SUBJECT: Pux 56 - N. E. 122nd Ave. Overcrossing
Union Pacific Railroad
Multnomah County

To:
Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. E. A. Collier (2)
Mr. A. G. Skelton (3)
Mr. H. G. Smith (2)

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order No. 33698 with reference to the application of Multnomah County for authority to alter the existing grade separation on N. E. 122nd Avenue in Multnomah County.

The State Highway Commission was not a party to this proceeding, as the structure will not be on any travelled artery under the jurisdiction of the Highway Commission. Copies of the order, therefore, are purely for informational purposes.

Very truly yours,

J. W. De Souza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAR 31 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
LEGAL DEPT.

Order #33698

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2454

In the matter of the application of)
Multnomah County for authority to)
alter the grade separation of the)
tracks and right of way of Union)
Pacific Railroad on N. E. 122nd)
Avenue, a county road in Multnomah) ORDER
County, Oregon, in Sections 26)
and 27, T. 1 N., R. 2 E., W.M.)

The above entitled matter was duly heard on Wednesday, February 23, 1955, at 1:30 P.M., at the State Office Building, in Portland, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

George W. Buck, Roadmaster, Portland, Oregon
Willis A. West, Attorney, Portland, Oregon
In behalf of Multnomah County

F. J. Betz, Attorney, Portland, Oregon
In behalf of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company

P. M. Stephenson, Bridge Engineer, Salem, Oregon
In behalf of Oregon State Highway Commission

On December 31, 1954, Multnomah County filed its application for authority to alter the structure which separates the tracks of Union Pacific Railroad Company and N. E. 122nd Avenue, a county road in Multnomah County, Oregon. This overcrossing structure, known as Crossing No. 2A-8.19-B, was authorized by P.U.C. Oregon Order No. 3022, issued November 8, 1935.

At the time of its construction, traffic on N. E. 122nd Avenue, known at that time as Buckner Road, was estimated to be

400 vehicles per day. Traffic has now increased to such an extent that an estimated 3,500 vehicles per day use the highway resulting in considerable confusion and delay during peak periods.

Multnomah County proposes to widen N. E. 122nd Avenue to provide for four lanes of traffic and as part of the widening program it is necessary to alter the overcrossing structure in such a manner as to allow for this increased highway width.

In its answer Union Pacific Railroad Company (Oregon-Washington Railroad & Navigation Company, Lessor) states it does not object to the authorization of the crossing as proposed providing the entire expense of such project be borne and paid for by the applicant, that railroad company be reimbursed for any and all expenses in connection with the construction, and that plans and specifications be satisfactory to the Public Utilities Commissioner and to the railroad company; and, further, that the construction be accomplished in such a manner as to not unreasonably impede or delay railroad operations.

Evidence was adduced in behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed alteration will require the construction of an additional abutment and an increased length of 60 feet and 9 inches of the completed structure.

The pedestrian walk on the east end of the structure consisting of a tunnel beneath bents 3 and 4 will be removed and a walkway 5 feet in width will be provided on the side of the roadway and immediately west of the newly constructed east abutment.

The addition to the structure will be similar in design and provide a trackway of equal width and at equal elevation to the remainder of the structure.

Upon completion, the added span will have a horizontal distance of 32 feet between faces of abutments and a vertical clearance of 15 feet and 3/8 inches above centerline of roadway to lower part of crossing structure.

It will be necessary during the construction period to provide a detour for rail operations which will be in the nature of a temporary sho-fly track located approximately 40 feet distant between centerlines south of present track. This temporary track will cross over the highway by means of a steel beam span 48 feet 5 inches in length supported on pile abutments.

All costs incidental to the construction of the overcrossing structure and the installation and removal of the detour track will be borne by Multnomah County; and, further, Multnomah County will reimburse Union Pacific Railroad Company for all expenses incurred in making track connections, removal and reconstruction of present track, and all other necessary and proper expenses which may be incurred in connection with the alteration or construction of the overcrossing structure.

From the foregoing, it is concluded that the alteration of the present grade separation structure is necessary to provide for the increased traffic on N. E. 122nd Avenue, will provide for better and safer vehicular travel, will constitute no increased hazard to rail operations, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of Multnomah County for authority to alter the grade separation of the tracks and right of way of Oregon-Washington Railroad & Navigation Company and its lessee, Union Pacific Railroad Company, on N. E. 122nd Avenue, a county road in Multnomah County, Oregon, in Sections 26 and 27, Township 1 North Range 2 East, Willamette Meridian, is granted; and it is further

ORDERED that the construction be done in a good and workmanlike manner, in accordance with current accepted engineering practices, and in conformity as to general design with plans submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the overcrossing of N. E. 122nd Avenue by means of a temporary structure necessary to the proposed construction and alteration is herein authorized; and it is further

ORDERED that the detour track necessary to the project be constructed in such a manner as to be fully satisfactory to Union Pacific Railroad Company and in approximate conformity with plans submitted with the application and by this reference made a part hereof; and it is further

ORDERED that, upon completion of the alteration, the temporary overcrossing and detour track shall be removed; and it is further

ORDERED that all expenses incidental to the alteration and construction of the overcrossing structure, together with the costs in connection with the construction and removal of the detour track, be borne by Multnomah County; and it is further

ORDERED that Union Pacific Railroad Company be reimbursed by Multnomah County for expenses incurred in making such alterations as are necessary to the completion of the project, in safeguarding railroad operations during the construction period, and for any and all other necessary and proper expenses incidental thereto; and it is further

ORDERED that, upon completion, the altered structure, together with the track and rail facilities, be maintained at the expense of Union Pacific Railroad Company, and the highway beneath the structure and its appurtenances be maintained by Multnomah County; and it is further

ORDERED that the designation 2A-8.19-B previously assigned be continued as a means of identification of the grade separation in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 29th day of March, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED

FOR FILING

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

February 9, 1955

Mr. John J. O'Donnell
Auditor
Court House

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held February 8, 1955, the following action was taken:

Rec Ass't Roadmaster that the Co Auditor be instructed)
to draw a warrant in favor of Oregon State Highway
Dept in the sum of $3600., said amt to be a deposit)
on the Engineering work for the structure carrying
the Union Pac Railroad Company tracks across NE)
122nd Ave)

ORDERED that said recommendation of the Assistant Roadmaster be adopted as the order of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Clerk of Board

BD

RECEIVED
FEB 11 1955
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
FEB 8 1955
FOR FILING

Salem, Oregon
February 8, 1955

122nd Avenue near Portland

Mr. Jim Daniels

This project is entirely a county project, and our only connection with the matter is at their request. We have prepared the plans and specifications for the job. The project is to be advertised at a Highway Commission meeting and then referred to Multnomah County for award of contract. The County asked us to supervise the construction of the project, but report to them so they can make all payments both to the contractor and to the railroad company covering the reimbursement of any of railroad company's costs.

We should appear at the hearing only with reference to the engineering matters.

G. S. Paxson

GSP:gm

NOTED
G. S. PAXSON

RECEIVED
FEB 4 1955
FOR FILING

February 3, 1955

Board of County Commissioners
2115 S. E. Morrison
Portland 15, Oregon

Attention: Mr. George Buck, Roadmaster

Gentlemen:

In accordance with your request of January 6, the State will make up the proposals and take bids for the structure carrying the Union Pacific Company's tracks across 122nd Avenue and, after the contract is let, will supervise the construction. The State is to be reimbursed for all of its costs for supervision of construction.

In order to put this arrangement in effect, it will be necessary that the County deposit with the State Highway Commission the estimated cost of this inspection service. Our estimate of the cost is $3,600. The amount of reimbursement to the State will be in the actual cost of this work. Should the cost not equal the deposit, any surplus will be returned to the County, or, should the cost of the inspection exceed the deposit, the County will reimburse the State in the additional amount.

If this arrangement meets with your approval, please deposit with the State Highway Commission a warrant in the amount of $3,600.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc P. M. Stephenson

NOTED
G. S. PAXSON

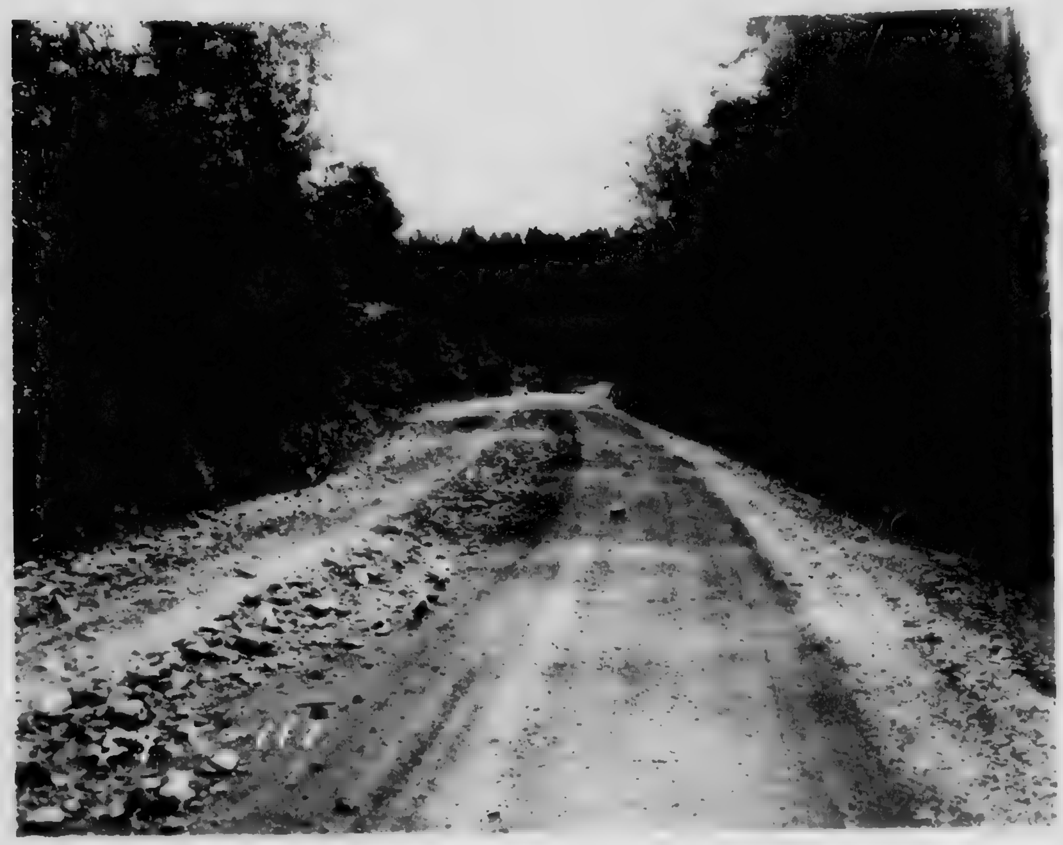
S-221(1) Coast Hwy.-Forest Boundary 1955
Sec. of the Elk Riv. Co. Rd., and
4524 Bandon-Port Orford Rock Prod. Proj.

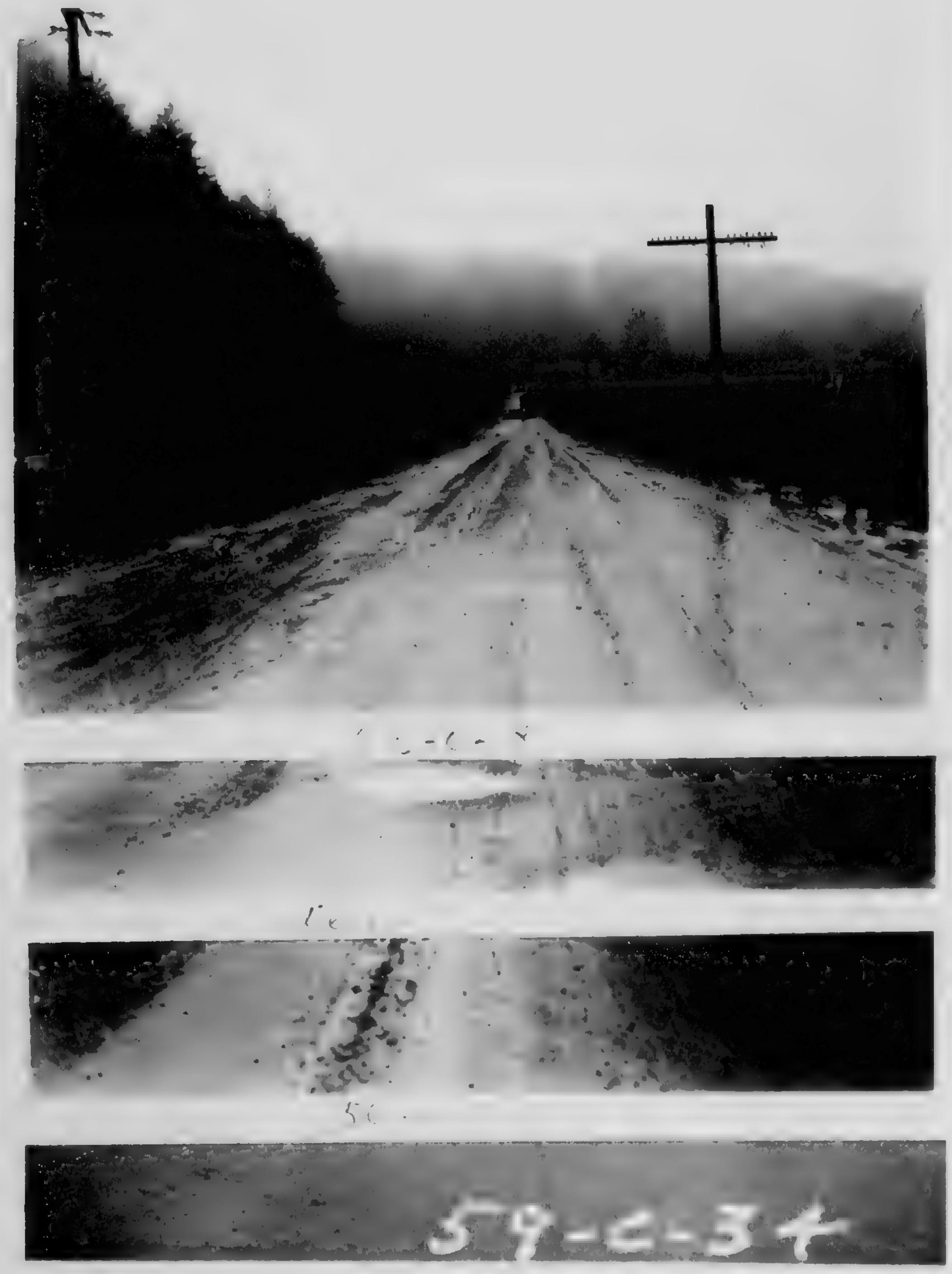
FAS [illegible] County [illegible] Contract No.

Section

Location

[illegible]




59-C-34

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4

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JAN 31 1957
FOR FILING
[illegible]
4524

January 30, 1957

Mike DeCicco and Son
2330 S. W. Water
Portland 1, Oregon

Attention: Mr. Harold M. DeCicco,
Vice President

Gentlemen:

Your letter of January 29 addressed to Mr. E. A. Pease, Construction Office Engineer, has been referred to this office for reply.

Calkins Crushing Co., during the period from February 25, 1955 through September, 1955, worked as principal contractors on two contracts. One of these was Contract No. 4478 for rock production the Viento-Wasco County Line Section of the Columbia River Highway, Hood River County. This contract was awarded July 1, 1955, completed October 8, 1955 and accepted by the Commission November 3, 1955. The other contract is our No. 4524 for grading and surfacing the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos Counties. This contract was awarded September 23, 1955, completed February 27, 1956 and accepted by the Commission on April 26, 1956.

On both contracts the surety furnishing a performance bond was United Pacific Insurance Company through Victor S. Risley Co., 808 Board of Trade Building, Portland 4.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FAQ:ar

MIKE DECICCO AND SON

January 29, 1957

Mr. E. A. Pease
Construction Office Engineer
State Highway Department
Salem, Oregon

Dear Mr. Pease:

We would like to have the contracts of the Lloyd Calkin Construction Company of Ocean Lake, Oregon covering the period from February 25, 1955 through Setpember 1955.

We were instructed by the Secretary of State that you could furnish this information. We shall need the contract numbers from the time the work started to the time it was completed.

Thankin you for your cooperation i am

Very truly yours,

MIKE DE CICCO & SON

/s/ Harold M. DeCicco

Harold M. DeCicco
Vice-President

HMDeC rwh

also name of bonding Co
covering each job.

Form A-130-1936-[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 48925

Date [illegible] 2[illegible], 1956

Your Req. No.

Billing Request No. [illegible]

Credit distribution: [illegible]

[illegible]

Contract 4574
S- 221(1)

[illegible]

[illegible]

[illegible]	1[illegible].0	
[illegible]	[illegible].0	
[illegible]		2,[illegible].00
[illegible]	10,[illegible]37.[illegible]	
Less amount previously transferred	[illegible]	2,[illegible]7.86
Balance		
To be refunded		12.14

ACKNOWLEDGMENT [illegible]

Cash Received with Request: $

By

State Printing 86944

[illegible]

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

December 26, 1956

Curry County Court
Courthouse
Gold Beach, Oregon

[illegible]
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Coast Highway.- Forest Boundary Section of FAS 597 and it has been determined that the agreed county share of these costs is $10,537.86 as shown in the attached statement. As the county initially deposited $10,550., a refund of $12.14 is due. This refund will be made by our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

COMPLETED 2/27/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Curry

Contract No. 4524

Date 12/26/56

FAS 597

Section Coast Highway - Forest Boundary Section

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$2,500.00	100%	$ 2,500.00
2. Drainage excav., unclass.	c.y.	3.00	356.93	1,070.79
3. General excav., unclass.	c.y.	.55	11,334.4	6,233.92
4. Short overhaul	yd.sta.	.03	25,718.6	771.56
5. Long overhaul	C-yd.sta.	.50	477.63	238.82
6. Finish. roadbed & slopes	mile	600.00	3.03	1,818.00
7. 12" corr. metal pipe	l.f.	3.25	132	429.00
8. 15" " " "	l.f.	5.00	2	10.00
9. 18" " " "	l.f.	5.25	600	3,150.00
10. 24" " " "	l.f.	8.00	10	80.00
12. 18" half circle corr.metal pipe	l.f.	6.00	16	96.00
13. Inst. 78" corr. metal pipe, unctd.	l.f.	10.00	48	480.00
14. Salvage culvert pipe	l.f.	3.00	40	120.00
15. Selected roadbed topping	c.y.	.52	17,041.5	8,861.58
16. Hauling selected roadbed topping	yd.mi.	.20	21,900.3	4,380.06
17. 3/4"-0 mat'l. in surfacing	c.y.	2.45	5,035	12,335.75
18. Sprinkling	M/gal.	2.50	7.5	18.75
PA#1: Furn. & install 48" c.m.p. asphalt coated	l.f.	19.25	8	154.00
Blade ditches & flagging				303.42
		Subtotal		$43,141.65
Royalty on 3/4"-0" surfacing crushed rock 5035 cy. @ 10¢				503.50
Construction Engineering				6,465.57
TOTAL CONSTRUCTION COSTS				$50,110.72
FEDERAL FUNDS COLLECTED FOR PROJECT				$29,035.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)
($50,110.72 - $29,035.00) X 1/2 = $10,537.86

County Advance Deposit	$10,550.00
Less County Share Total Cost	10,537.86
REFUND DUE COUNTY	$ 12.14

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4524	7-Final	Calkins Crushing Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11893	R-152920	$ 2,866.07	6/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to March 1, 1956

Completion Date: Feb. 27, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-13-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
JUN 18 1956
Jd.

[illegible]

8

RECEIVED
JUN 8 - 1956

FOR FILING
S-221(1)
[illegible]

June 7, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4524 for work performed on the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos County was completed by the contractor, Calkins Crushing Co., on February 27, 1956 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $2,866.07 will be released to the contractor on or after June 18, 1956. The total contract amount is $90,922.80, of which amount $393.42 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

D ON CARD

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAY 4 - 1956
FOR FILING
5-22 (1)
4524

May 3, 1956

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from December 31, 1955 to March 1, 1956 within which to complete your contract No. 4524, covering the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George C. Baker,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
APR 26 1956
FOR FILING

5-231 (1)
4524

April 25, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Company on contract No. 4524, covering the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos Counties. This payment, in the amount of $14,454.66, will be released to the contractor on or after May 5, 1956. The retained percentage is $2,723.40.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
MAR 21 1956
FOR FILING

5-221 (1)
4524

Salem, Oregon
March 20, 1956

EWO No. 4
Contract No. 4524

George C. Baker
391 N. Central St.
Coquille, Oregon

Returned herewith are all copies of Order for Extra Work covering hauling and placing screen rejects on stockpile site on Contract No. 4524, Coast Highway-Forest Boundary Section in Curry and Coos Counties.

The EWO is set up for unit price payments and should be on a Price Agreement. Also, according to our telephone conversation today, payment to contractor was made by material receipt tickets. Please submit a P.A. for this work.

Price Agreement No. 2 covering purchase of excess pipe on this contract is being held for supporting invoice. This invoice is necessary before approval of the P.A.

D. B. Parkes

[illegible]
Encl.

cc: Tom Edwards

Form E-1-Rev 6-55—10M

3-7211

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 17, 1, 1956

Section Coast Highway-Forest Boundary

Kind of work Grading and Surfacing

Highway Elk River County Road

Section prefix R. P. 8-8307 & F. A. 508-1020

Contractor Calkins Crushing Co.

Contract number 4524

Date of contract September 23, 1955

Date of completion December 31, 1955

Date work started September 23, 1955

Estimated date of completion Feb. 27, 1956

Per cent of time elapsed Time has Elapsed %

Project authorization . . . . $ 102,851.44

Exclusive of Engineering . . . . $ 95,537.56

Estimated cost of completed project, exclusive of engineering . . . . $ 91,098.00

Estimated per cent ~~overrun~~ or underrun . . . . 4.6 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 7,313.38

Date project was completed Feb. 27, 1956

Engineering cost to date $ 9,921.55, 135.7 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate was submitted to the division office Monday.

NOTED
C. E. PAULSEN

NOTED
V. D. WOLFE

NOTED
L. H. Young

RECEIVED
MAR 19 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Resident Engineer

Address 391 N. Central, Coquille, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86886

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.03	3.03			
Miles partially completed					
Miles completed	3.03	3.03			
Total estimated quantities (contract)	12,900	23,400	13,000		
Total quantities corrected to date	11,334	27,778	13,441		
Estimated quantities moved or placed to date	11,334	27,778	13,441		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAR 5 - 1956
FOR FILING

S-221(1)
4524

March 6, 1956

Oregon State Highway Commission

Request for extension of time
No. 1
April 26-27 meeting

Gentlemen:

Herewith a request from Calkins Crushing Company for an extension of time on the Coast Highway-Forest Boundary, Contract No. 4524, from December 31, 1955 to March 1, 1956.

Extreme heavy rains during the month of December seriously held up the operations on this project. Also, high water in the Elk River would not permit into the operator's quarry in an expeditious manner.

There has been some inconvenience to the public, but I believe that the contractor did the best he could under the circumstances, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

FC: fn

March 2, 1956

C. O. Polk
istrict Engineer
ureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 27, 1956 on Contract No. 4524, Coast Highway-Forest Boundary Section, in Curry County, in connection with Federal Aid Project No. S-221(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]
cc Cattrall

1956
OFFICE OF
ENGINEER

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FEB 23 1956
FOR FILING
FORM E-80X—37,500—2-55—62967

[illegible]
4524

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1956

SUBJECT: Coast Highway-Forest Boundary
Elk River Road
Contract No. 4524

NOTED
W. C. WILLIAMS

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports Nos. 383296, 383297, and 383298, dated February 15th, showing that the 3/4"-0 crushed rock sampled had from 6 to 10% excess retained on the 3/8" screen, and from 2 to 7% deficiency in the material passing the ¼-inch screen.

Will you please instruct the resident engineer to inform the contractor that this material is unacceptable as 3/4"-0 crushed rock. Also, have the resident engineer make on-site screen tests to control the product in a more positive manner as it is being produced.

Also, please have the resident engineer mark the confirming samples of this material taken after corrective action, so that it is clear they represent improved crushed rock.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:cf

cc to: W. C. Williams
Ray Webber

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPRS-1929

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Ore.
County Curry
Project No. S-221(1)

PROJECT AGREEMENT FOR SECONDARY ROAD
UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.027 miles of grading, drainage, and 2-lane low type surfacing
(Character of work)

between F.A. Route 2 near the Elk River and the Siskiyou National Forest Boundary,
(Control points)

consisting of 3.027 miles of roadway and no (Number) bridges XXXXXXXXXXXXXXXXXXXXXXX XXXXX.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirty-one thousand, six hundred and 00/100 dollars ($31,600.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fifty-one thousand, sixty-five and 85/100 dollars ($51,065.85).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By M K McLoe
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal-aid Secondary
Project No. S-221(1)

COAST HIGHWAY-FOREST BOUNDARY SECTION
OF THE ELK RIVER ROAD IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Type Code 2010
Roadway (Sta. 0+15 to Sta. 160+00)(Contract No. 1524)

All Required	Clearing and Grubbing	$	$ 2,500.00
280 cu. yds.	Drainage Excavation, Unclassified	3.00	840.00
12,900 cu. yds.	General Excavation, Unclassified	0.55	7,095.00
24,600 yd. sta.	Short Overhaul	0.03	738.00
600 C-yd.sta.	Long Overhaul	0.50	300.00
3.03 miles	Finishing Roadbed and Slopes	600.00	1,818.00
150 lin. ft.	12" Corrugated Metal Pipe	3.25	487.50
4 lin. ft.	15" Corrugated Metal Pipe	5.00	20.00
660 lin. ft.	18" Corrugated Metal Pipe	5.25	3,465.00
12 lin. ft.	24" Corrugated Metal Pipe	8.00	96.00
10 lin. ft.	36" Corrugated Metal Pipe	15.00	150.00
18 lin. ft.	18" Half-Circle Corrugated Metal Pipe	6.00	108.00
52 lin. ft.	Install 78" Corrugated Metal Pipe, Uncoated	10.00	520.00
44 lin. ft.	Salvaging Culvert Pipe	3.00	132.00
18,200 cu. yds.	Selected Roadbed Topping	0.52	9,464.00
22,000 yd. mi.	Hauling Roadbed Topping	0.20	4,400.00
5,200 cu. yds.	3/4" - 0 Material in Surfacing	2.45	12,740.00
500 M-gals.	Sprinkling	2.50	1,250.00
			$ 46,123.50
All Required	Flagging (57½% Contractor's Cost)		300.00
	Subtotal		$ 46,423.50
	10% Engr. & Cont.		4,642.35
	Total		$ 51,065.85

Length of Roadway	3.027 Miles
Cost Per Mile	$16,870.11

FAS Funds	$ 31,600.00
State Funds	9,732.92
County Funds	9,732.93
	$ 51,065.85

Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint. : Chap. 529, Laws 1939.

NOTE: **Necessary funds have been deposited by Curry County with the Highway Dept.**

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1955

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

Attention: Mr. J. W. Nash

The following FAS projects, upon which bids were accepted on August 11th and 12th, are covered by agreements which require collection of the full federal percentage on total costs up to the amount set after each project:

County	Section	Project	Amount
Clackamas	Bakers Bridge Section	S-184(1)	$231,000
Curry	Coast Highway-Forest Boundary	S-221(1)	102,000 ✓
Gilliam	Hay Creek Canyon	S-130(2)	81,000
Linn	Muddy Creek Bridge	S-188(2)	104,000
Marion	Clear Lake Bridge	S-303(1)	191,000

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

RECEIVED
DEC 13 1955
FOR FILING

FORM E-30X—50,000—10-54—79484

[illegible]
4531

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Bandon-Port Orford
Oregon Coast Highway
Contract No. 4524

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Reference is made to Laboratory Reports 380691 and 380693 dated December 1, 1955, showing that the 3/4"-1/2" crushed rock produced has an excess of 1½ to 3½% passing the ½-inch screen.

Will you please instruct the resident engineer to tighten his inspection on this phase of the control as the two previous reports No. 380396 and 380398, dated November 23rd, also showed a slight excess passing the ½-inch screen. Inasmuch as the ¼"-#10 material also was reported as having an excess passing the #10 sieve on November 17th, it is important that the 3/4"-1/2" material meet our specifications.

Also, please have the resident engineer mark samples taken after corrective action so that it is clear that the samples represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1955
FOR FILING

S [illegible]
4524

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
November 28, 1955

SUBJECT: Coast Highway-Forest Boundary
Elk River Road-Curry Co.
Contract No. 4524

To:

Mr. Tom Edwards
Division Engineer

Reference is made to Laboratory Reports No. 380396 and 380398, dated November 23, 1955, showing an excess of 2 and 6 percent passing the ¼-inch screen respectively for the 3/4"-1/2" crushed rock.

Will you please instruct the resident engineer to tighten the inspection on this phase of the contract.

Also, please have him mark the samples of this material taken after corrective action so that it is clear the samples represent corrected material.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED

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NOV 22 1955
FOR FILING
FORM E-30X 37½ 3-54 73730

S-33-11
4524

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1955

SUBJECT: Bandon-Port Orford
Oregon Coast Highway
Contract No. 4524

To:

~~Mr. Tom Edwards~~
~~Division Engineer~~
~~State Highway Department~~
~~Roseburg, Oregon~~

W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Report No. 380190, dated November 17, 1955, showing that ¼"-#10 material produced on this rock production contract has 7% excess passing the #10 sieve.

Will you please instruct the resident engineer to adjust the quarry and plant operations so that the material will comply with Section 2.15.6, page 62 of the standard specifications.

Also, please have samples of the material produced after corrective action is taken submitted, and marked so that it is clear that they represent corrected ¼"-10 crushed rock.

Very truly yours,

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:ef

cc to: W. C. Williams
Ray Webber

RECEIVED
OCT 13 1955
FOR FILING

[illegible]
4524

October 11, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 23, 1955 on Contract No. 4524, Coast Highway-Forest Boundary Section, in Curry and Coos Counties, in connection with Federal Aid Project No. S-221(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:sch

RECEIVED
OCT 10 1955
FOR FILING

[illegible] (1)
[illegible]

October 7, 1955

Calkins Crushing Co.
Oceanlake
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4524, which was awarded to you on September 23, 1955 by the State Highway Commission, covering the Coast Highway-Forest Boundary Section of the Elk River Road in Curry and Coos Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED

Invoice No. 41501

Date September 26, 1955

Your Req. No.

Billing Request No. cc-192

Credit distribution: 508-1020-297

Curry County
Gold Beach, Oregon

Attn: County Court

RECEIVED
SEP 26 1955
ENGINEER
[illegible]

Advance Deposit	10,550.00
Partial transfer county's share total cost. Coast Highway - Forest Boundary section, Curry County FAS 597, covered by agreement dated August, 1955.	
	8,050.00
To be retained	$ 2,500.00

NOTED
J. F. HAGEMANN

Respectfully yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

S. E. Probert, Office Engineer

gl
Encl.

cc: S. G. Savage (SIAC)
R. C. Smith
S. E. Probert
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Att'n.: Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
OCT 27 1955
FOR FILING

September 23, 1955

Calkins Crushing Co.
Box 547
Oceanlake, Oregon

Gentlemen:

The State Highway Commission on August 12, 1955 accepted your proposal for grading and surfacing the Coast Highway-Forest Boundary Section of the Elk River County Road and the Bandon-Port Orford Rock Production Project on the Oregon Coast Highway in Curry and Coos Counties for the sum of $90,373.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4524.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

S. H. Probert, Office Engineer

gl
encl.

cc: F. C. Savage (STAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Att'n.: Dorothy McCormack

NOTED
J. Mc C.

RECEIVED

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM ☐	SERIAL ☐
DAY LETTER ☐	NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE ☐	LETTER TELEGRAM ☐
VICTORY LETTER ☐	SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Sept. 23, 1955

Calkins Crushing Co.
Box 547
Oceanlake, Oregon

Contract for grading and surfacing Coast Highway-Forest Boundary Section of Elk River County Road and Bandon-Port Orford Rock Production Project on Oregon Coast Highway in Curry and Coos Counties for which you submitted low bid on August 12, 1955 awarded you today. Contract forms follow shortly.

H. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
C. W. Head

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
SEP 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1955
FOR FILING

FORM E30—50M—10-54—79488

S-24(4)

4594

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

Judge Forsyth, Curry County Judge, advised by 'phone this date that all right-of-way required in connection with the Coast Highway-Forest Boundary Section of FAS 597 was clear. The county's advance deposit of $10,550 was received 9/13/55 and this project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
SEP 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1955
FOR FILING

FORM E-30 25M 9-51 52316
[illegible] (1)
[illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 13, 1955

SUBJECT: Oregon Coast Highway
Forest Boundary Section
Elk River County Road

Bandon-Port Orford
Rock Production Project
Coos and Curry Counties

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

The quarry site has now been acquired for this project and as far as this department is concerned, the contract may be awarded.

The right of way settlement calls for the payment of ten cents per yard royalty to the property owner and measurement is to be on the same basis as we pay the contractor. It will be appreciated if this office can be advised of the final quantities so that proper payment can be made to the owner.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
[illegible]
[illegible]ER

ROBERT H. ISMERT, COMMISSIONER
PISTOL RIVER, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

D. D. BREEDLOVE, COMMISSIONER
SIXES, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

NOTED
J. W. CATTRALL

Sept. 10th, 1955.

NOTED
Harold [illegible]

Ordgon Statd Highway Commission,
Salem, Oregon.

Attention: Mr. John Catrall.

Dear Sirs:

Enclosed is Curry County Warrant #23331 in the amount of $10,550.00, our 20% total cost of the Elk River Road Project, FAS 597.

All deeds for rights of way have not been secured, but no difficulty is expected in getting them and we believe we can proceed on that premise.

Yours truly

CURRY COUNTY COURT.

Guy H. Forsyth
By
Guy H. Forsyth,
County Judge.

Curry Co. warrant #23331 for $10,550.00 to acctg. h.w. advance fund 9-13

Conl. # 4529
508-1020

Encl.

NOTED
J F HAGEMANN

RECEIVED
SEP 13 1955
ENGINEER
CO[illegible] [illegible]IONS

RECEIVED
SEP 13 1955
Oregon
STATE HIGHWAY COMMISSION

RECEIVED
AUG 19 1955
FOR FILING

S-221 (1
4524

August 18, 1955

County Court of Curry County
Court House
Gold Beach, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Curry County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Curry County covering the Coast Highway-Forest Boundary section of the Elk River Road, FAS 597, in Curry County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 19 1955
FOR FILING

S-221 (11
4524

file

Salem, Oregon
August 18, 1955

RECEIVE

Maintenance - 53
Finance - 104

Mr. John W. Cattrall
Engineer, City & County Relations
Office

Dear Mr. Cattrall:

Attached are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Curry County covering the Coast Highway-Forest Boundary section of the Elk River Road, FAS 597, in Curry County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Curry County.

Very truly yours

Secretary

rn
Attach: 5

FORM E-30 25M 9-51 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

~~APPROVED~~
~~DEPUTY STATE HIGHWAY ENGINEER~~
~~Date~~

REFERRED TO
L Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Coast Highway-Forest Boundary section of the Elk River Road, FAS 597, in Curry County.

Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

A

August 12, 1955

NOTED
J. W. CATTRALL

Curry County Court
Court House
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold [illegible]

Gentlemen:

On August 12th the Highway Commission received a satisfactory bid from the Calkins Crushing Company of Oceanlake for construction of the Coast Junction-Forest Boundary section of FAS 597. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$46,123.50
Anticipated Additional Items	
Blade Ditches	500.00
Flagging	300.00
12-1/2% Engineering & Contingencies	5,865.44
Estimated Total Cost.....	$52,788.94
Advance Deposit of 20%...	$10,550.00

Please make this deposit by means of a check or warrant in the amount of $10,550 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all required right-of-way has been obtained, a contract will be signed. Your immediate attention to this matter will be appreciated.

Based on the above estimate between $49,000 and $50,000 will be available for the Brookings-Morse Ranch project. This project can be contracted as soon as final program approval has been obtained from the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 27, 1955

NOTED
J. W. CATTRALL

Curry County Court
Court House
Gold Beach, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Coast Highway-Forest Boundary section of FAS 597 upon which bids will be received August 12th. As per your request this project has been shortened to 3.03 miles at an estimated cost of $52,600. Please treat this estimate as confidential.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. The agreement is written for $102,000 (total uncontracted allocation to Curry County as of this date) so that FAS funds in the proportion of 60% federal funds, 20% state funds, and 20% county funds can be used for the total actual cost of the project. If the low bid received exceeds our estimate by more than 10% all bids will be rejected.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than December 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than August 9th.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JWC:cm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 29, 1955

Honorable Guy H. Forsyth
Curry County Judge
Court House
Gold Beach, Oregon

NOTED
J. F. H[illegible]MANN

Dear Judge:

This is to acknowledge receipt of the documents prepared in connection with the Coast Highway-Forest Boundary section of FAS 597. As per your request we are adjusting the project to cost approximately $51,000 and bids will be taken on this revised project at the August Highway Commission meeting.

You will be contacted as soon as the new length of the project has been established.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

ROBERT H. ISMERT, COMMISSIONER
PISTOL RIVER, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

D. D. BREEDLOVE, COMMISSIONER
SIXES, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

June 25th, 1955.

Oregon State Highway Commission,
Salem, Oregon.

Re: Elk River Road,
Fas, 597.

Attention: Mr. John Cattrall,
County, City Relations.

Dear Sirs:

Re your letter with plans, agreements and specifications re the Elk River Road, also the estimate of cost for the project.

We signed the papers in order to get them to you in the time requested, then on further study discovered the figures were out of proportion with the original arrangement, that is, that the total $102,000.00, was to be equally divided between the Elk and Chetco River projects. It was originally arranged that the even split would be made and our people were so advised. If more than a half were spent on one project it is doubtful if the County wpuld be in financial condition to supplement from its own funds to give equal amount to the other.

For this reason, we respectfully request that your plans and specifications be modified so that we may participate within our means. We do not want to lose these projects as they are both of utmost importance. We are very much regretful of the delay.

Trusting this will not inconvenience you too much, we are,

Yours truly

CURRY COUNTY COURT

Guy H. Forsyth

By
Guy H. Forsyth,
County Judge.

R[illegible]D
JUN 28 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
JUN 28 1955
OREGON
STATE HIGHWAY COMMISSION

NOT[illegible]
J. F. HAGEMANN

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

SUBJECT:

Salem, Oregon
June 23, 1955

To:

RECEIVED
JUN 24 1955
ENG
COUNTY & CITY RELATIONS

Mr. H. G. Smith
Construction Engineer

At the request of Curry County the Coast Highway-Forest Boundary section of FAS 597, Elk River County Road, is to be adjusted in length so as to utilize approximately $51,000 of total FAS funds. The project as adjusted should extend from the Coast Highway easterly as far as funds will permit and is to be scheduled for the August letting. After bids have been received on this project and an estimate of cost based on the low bid is available, the balance of funds presently available to Curry County ($102,000 less the cost of the Coast Highway-Forest Boundary project) will be used for the Brookings-Morse Ranch section of FAS 299, the Chetko River County Road. Further details may be obtained from the County and City Relations Division.

W. C. Williams
Deputy State Highway Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
J. W. Cattrall

NOTED
J. E. HAGEMANN

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

June 17, 1955

Curry County Court
Court House
Gold Beach, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Coast Highway-Forest Boundary section of FAS 597 upon which bids will be received June 30th.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project including engineering and contingencies is $80,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than October 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than June 24th.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

[illegible]
Encl.

ROBERT H. ISMERT, COMMISSIONER
PISTOL RIVER, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

D. D. BREEDLOVE, COMMISSIONER
SIXES, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

June 14th, 1955.

NOTED
Harold C. Ayers

Oregon State Highway Commission,
Salem, Oregon.

Attention: Construction Engineer.
Re Elk River Road.

Dear Sirs:

We are informed by Mr. George Baker, resident engineer, that the hiway commission is desirous of having all rights of way secured on the Elk River project by the end of the current month.

It is hard for us to make a committement of this kind on such short notice, but we will do the best we can to comply with the request, and hope that if necessary, we may have an extra week to complete the transactions.

Yours truly

CURRY COUNTY COURT.

Guy H Forsyth

By
Guy H. Forsyth,
County Judge.

JWC

NOTED
J. F. HAGEMANN

cc: Mr. George Baker, Port Orford.

RECEIVED
JUN 16 1955
ENGINEER
[illegible]

RECEIVED
OFFICE OF
[illegible] ENGINEER

Salem, Oregon
May 18, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

Reference is made to the Brookings-Morse Ranch section of FAS 259 and the Elk River Junction-Forest Boundary section of FAS 597 in Curry County which were approved by the Highway Commission as 1956 and 1957 county FAS projects respectively.

Since the Brookings-Morse Ranch project was approved later and higher traffic counts have been made in this section and, based on AASHO standards, additional roadway width from that originally contemplated will be required. As a result this project is being reworked and it is doubtful if it can be ready for the June-July letting. The field data for the Elk River Junction-Forest Boundary project has been completed and is in Salem.

It is suggested that these projects be reversed insofar as fiscal year funds for their construction are concerned. This would result in the Elk River Junction-Forest Boundary section of FAS 597 being constructed with 1956 funds and contracted as soon as possible, and in the Brookings-Morse Ranch section of FAS 259 being constructed with 1957 funds and its contracting delayed until the 1957 funds are available.

There are sufficient available 1956 county FAS funds to make this change and the county has indicated its approval.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: Forrest Cooper
V. G. O'Neil
Frank Hall

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

MEMO TO J. W. NASH
5/18/55

NOTED
Harold C. Ayers

Elk River Junction-Forest Boundary Section
FAS Route 597

This project covers the entire length of FAS 597 extending from FA Route 2 approximately 0.5 mile south of the Elk River, easterly along the south side of the Elk River to the Siskiyou National Forest boundary. The existing road is variable in width with a light gravel wearing surface 20' to 24' in width which is inadequate for the type and volume of traffic handled.

The proposed project is to regrade to a uniform width generally following the existing grade and alignment, place additional base material, and place a crushed gravel wearing surface 24 feet in width.

This road serves as an outlet for timber products harvested in the Siskiyou National Forest east of FAS 597. Also, a large plywood plant and several small farms are located adjacent to the road.

The county plans to place an oil mat wearing surface on this road after it has been subjected to traffic for a few winter seasons.

CURRY COUNTY	FUNDS:	Federal	$42,000
4.15 Miles		County	14,000
		State	14,000
		Total..	$70,000

JFH:mm

NOTED
J. F. HAGEMANN

Salem, Oregon
May 11, 1955

NOTED
Harold C. A

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Elk River Junction-Forest Boundary section of FAS 597 in Curry County has been examined and found to be consistent with the project as requested by the county and approved by the Highway Commission.

This is a fiscal year 1957 fund project and cannot be contracted until the Federal Government apportions fiscal year 1957 funds. The length of the project will have to be governed by available funds and the amount of these funds cannot be determined until the Brookings-Morse Ranch section of FAS 259 has been contracted. The balance of fiscal years 1955, 1956, and 1957 FAS funds available to Curry County ($102,000 less cost of Brookings-Morse Ranch project) will then be available for the Elk River Junction-Forest Boundary project.

The 1954 A.D.T. for this section of road is 225.

If at all possible it would be desirable from a book and record keeping standpoint to perform the maintenance rock production under separate contract which could be advertised on the same date with the option that the contractor would not accept either project alone. If this method is not agreeable, it is suggested separate prefixes be assigned the FAS and maintenance rock portions of the job.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil
Frank Hall

December 23, 1954

NOTED
Harold C. Ayers

Curry County Court
Court House
Gold Beach, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the B.P.R. has approved your requested addition of FAS 597 (Elk River Road) to the FAS System. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

ST 90

NOTED
J. W. CATTRALL

NOTED
[illegible]

NOTED
J. W. CATTRALL

November 3, 1954

Curry County Court
Court House
Gold Beach, Oregon

NOTED
Harold [illegible]

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved the addition of FAS 597 (Elk River Road) as requested by the County. This proposed addition to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

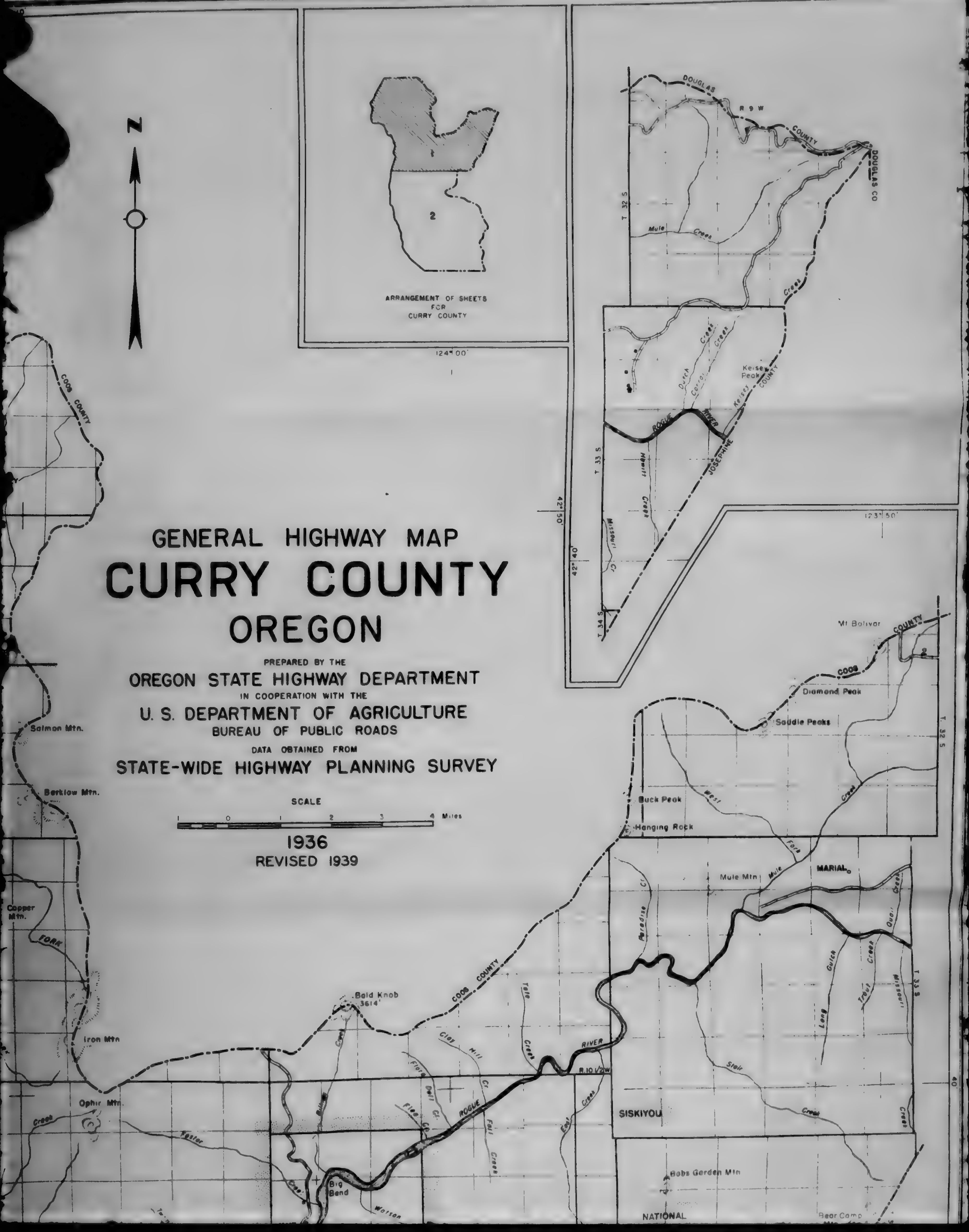
R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

See ST #90

JFH:mm



GENERAL HIGHWAY MAP

CURRY COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

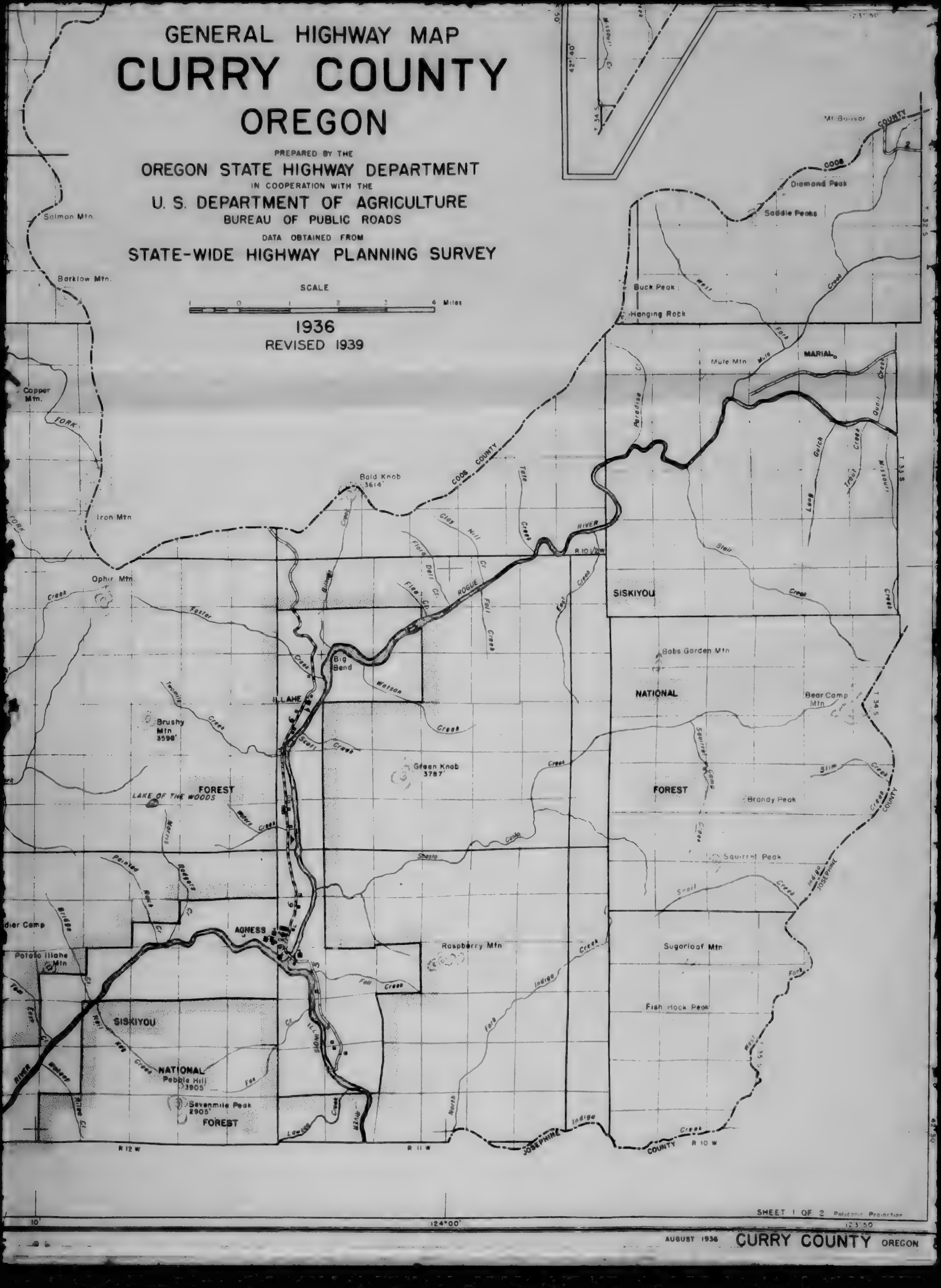
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1 0 1 2 3 4 Miles

1936

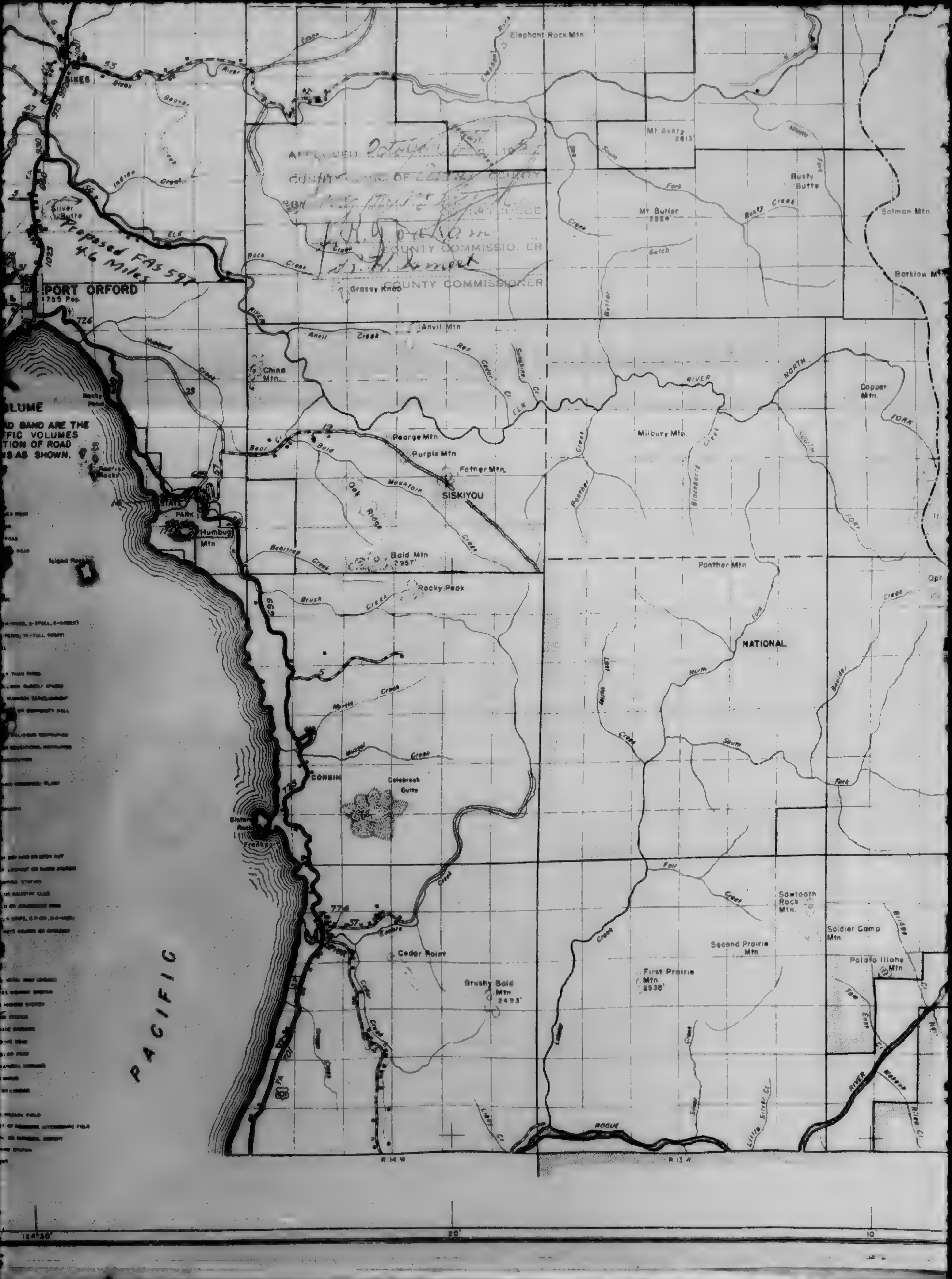
REVISED 1939



GENERAL HIGHWAY MAP
CURRY COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

1936
REVISED 1939



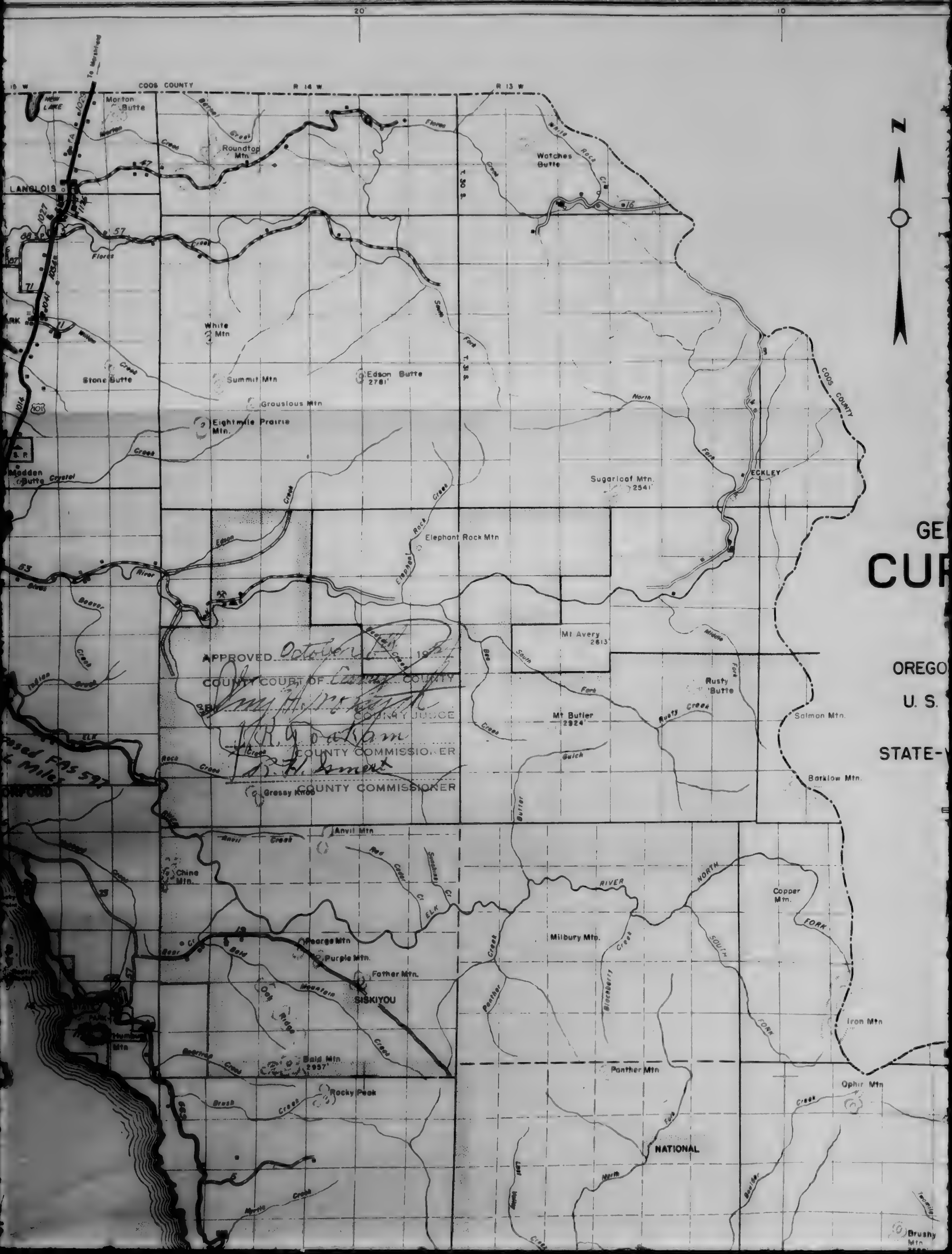
APPROVED October [illegible] 19[illegible]

COUNTY COURT OF CURRY COUNTY

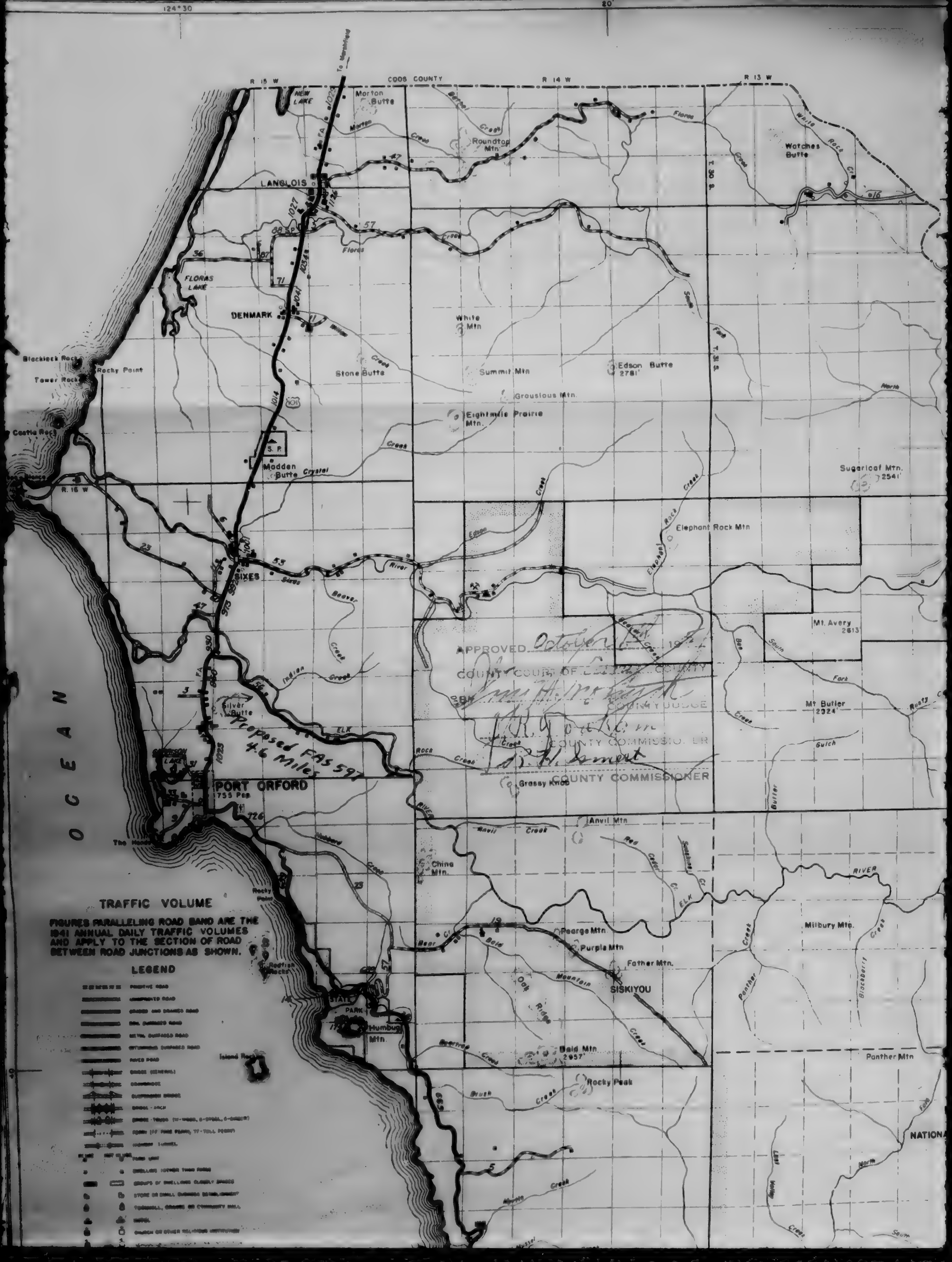
BY [illegible] COUNTY JUDGE

J. R. Graham
COUNTY COMMISSIONER

A. W. Lemont
COUNTY COMMISSIONER



APPROVED October [illegible] 19[illegible]
COUNTY COURT OF Curry COUNTY
BY Guy H. McKnight
COUNTY JUDGE
J.R. Yoakam
COUNTY COMMISSIONER
B. H. Smart
COUNTY COMMISSIONER



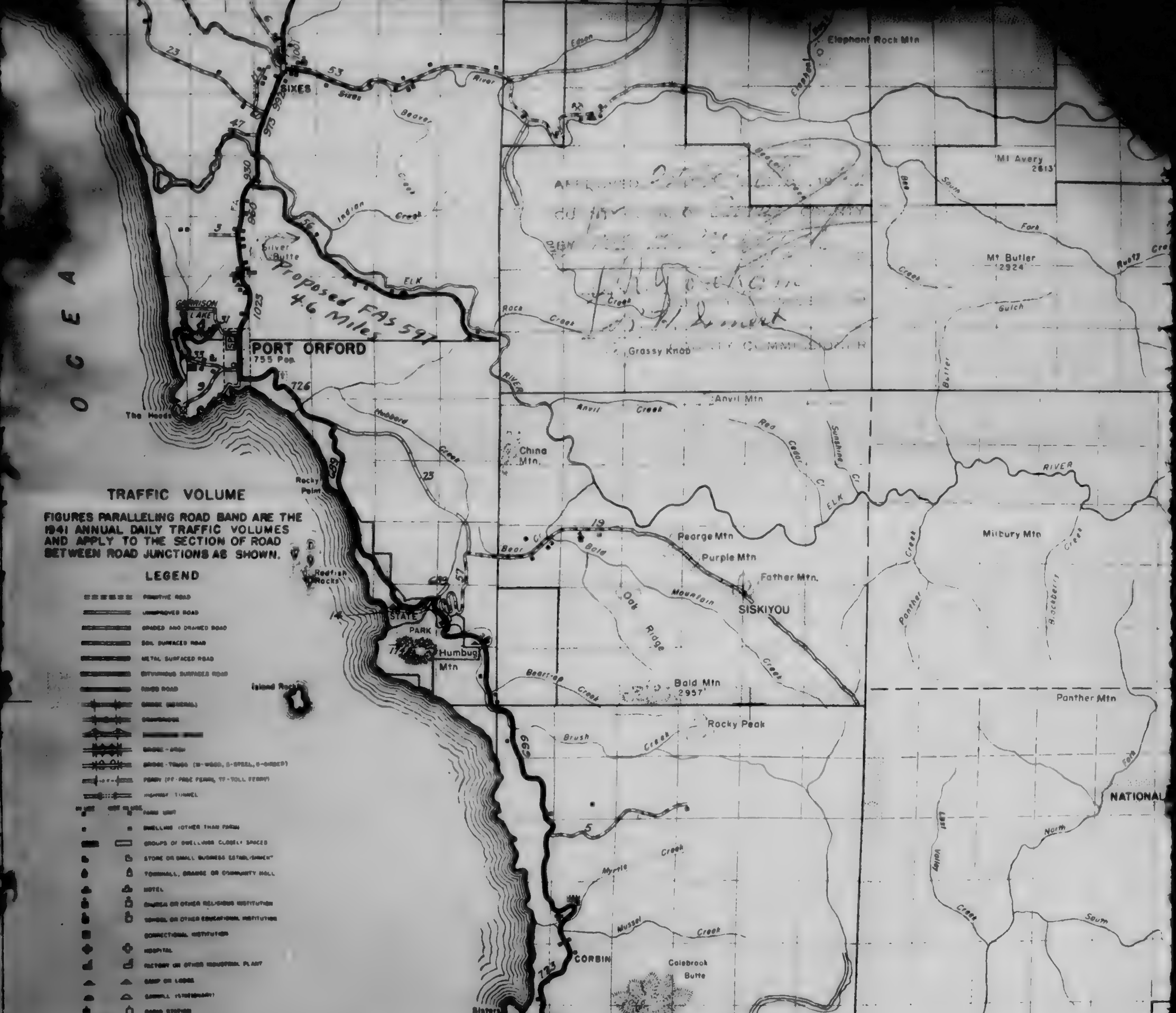
APPROVED October 194

COUNTY COURT OF Curry COUNTY

BY COUNTY JUDGE

COUNTY COMMISSIONER

COUNTY COMMISSIONER


Proposed FAS 597
4.6 Miles
APPROVED
COUNTY
COMMISSIONER
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
RIGID ROAD
BRIDGE (GENERAL)
FERRY
HIGHWAY TUNNEL
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TANKS
MINE, QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GOLF COURSE OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
CEMETERY
STATE CAPITAL
COUNTY SEAT
UNITED STATES HIGHWAY SYSTEM
FEDERAL AID HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
DOCK, PIER OR LANDING
DAM
COMMERCIAL OR MUNICIPAL AIRPORT
LIGHT HOUSE
OCEA
PACIFIC
SIXES
PORT ORFORD
755 Pop.
Garrison Lake
The Heads
Silver Butte
Rocky Point
Redfish Rocks
STATE PARK
Humbug Mtn
Island Rock
Sisters Rock
Frankport
CORBIN
OPHIR
Elephant Rock Mtn
Mt Avery 2613'
Mt Butler 2924'
Grassy Knob
Anvil Mtn
China Mtn
Pearge Mtn
Purple Mtn
Father Mtn.
SISKIYOU
Bald Mtn 2957'
Rocky Peak
Colebrook Butte
Cedar Point
Brushy Bald Mtn 2493'
Milbury Mtn
Panther Mtn
NATIONAL
Second Prairie Mtn
First Prairie Mtn 2535'
Sixes River
Elk River
Rogue
Oak Ridge
Bald Mountain
Hubbard Creek
Anvil Creek
Brush Creek
Myrtle Creek
Mussel Creek
Euchre Creek
Cedar Creek
Panther Creek
Fall Creek
Lobster Creek
Silver Creek
Little Silver Cr.
R 14 W
R 13 W
124°30'
20'

NOTED
V. R. JONES

September 22, 1954

Curry County Court
Court House
Gold Beach, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of a map upon which the county road you have requested for addition to the FAS System is shown in color. Please indicate approval by signing in the space provided and return one signed copy to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
J. F. HAGEMANN

J. R. YOAKAM, Commissioner
Langlois, Oregon

GUY H. FORSYTH, Judge
Gold Beach, Oregon

ROBERT H. ISMERT, Commissioner
Pistol River, Oregon

CURRY COUNTY COURT
GOLD BEACH, OREGON

FAS 597

NOTED
J. W. CATTRALL

NOTED
Harold C. [illegible]

Aug. 26th, 1954.

NOTED
J. F. HAGEMANN

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. John F. Hagemann,
Assistant Engineer,
County, City Relations.

Dear Sirs:

This letter is to request that the Elk River Road in Curry County be made part of the Federal Secondary Road System.

In support of this request we respectfully bring to your attention that the U. S. Forest Service is putting up for sale 800 million feet of (mostly old growth) timber that should be marketed via this road. There is also reported to be an unknown amount of mineral of all varieties in the country that this road would open.

At the present time, the Western States Plywood Corp., a Co-op. concern is in operation on the present road, 2½ miles east of Highway 101. This plant now produces about 2½ to 3 million feet of finished plywood and about 4 to 5 million feet of lumber each month. The plant employs 200 men in 2 shifts.

As well as serving several ranches, the road also serves a fast growing residential area along Elk River.

The U. S. Forest Service is contemplating and has appropriated $550,000.00 for an extension of the Elk River Road, beyond the end of the present county road, to tap the above mentioned timber they are hoping to sell. They expected to start construction this year, but it seems they have not as yet completed their survey.

Curry County sorely needs this road for the development of its natural resources and needs financial assistance for its promotion, therefore, this request.

Thanking you for your assistance in the past and with best regards, we remain,

Yours truly

CURRY COUNTY COURT.

By Guy H. Forsyth
Guy H. Forsyth,
County Judge.

RECEIVED
AUG 30 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 30 1954
OREGON
STATE HIGHWAY COMMISSION

FAS 597
Curry Co.

FORM E-30 25M 9-51 83816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 22, 1954

SUBJECT: Base Design Charts

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

Dear Sir:

Reference is made to the Elk River Jct. - Forest Bdry Section, of the F. A. S. 597 Highway.

Enclosed you will find 8 add. base design charts prepared from laboratory tests, numbers 352979, 352980, 352981, 352982, 352983, 352984, 352987, and 352988.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

RECEIVED
DEC 22 1954
ENGINEER
COUNTY & CITY RELATIONS

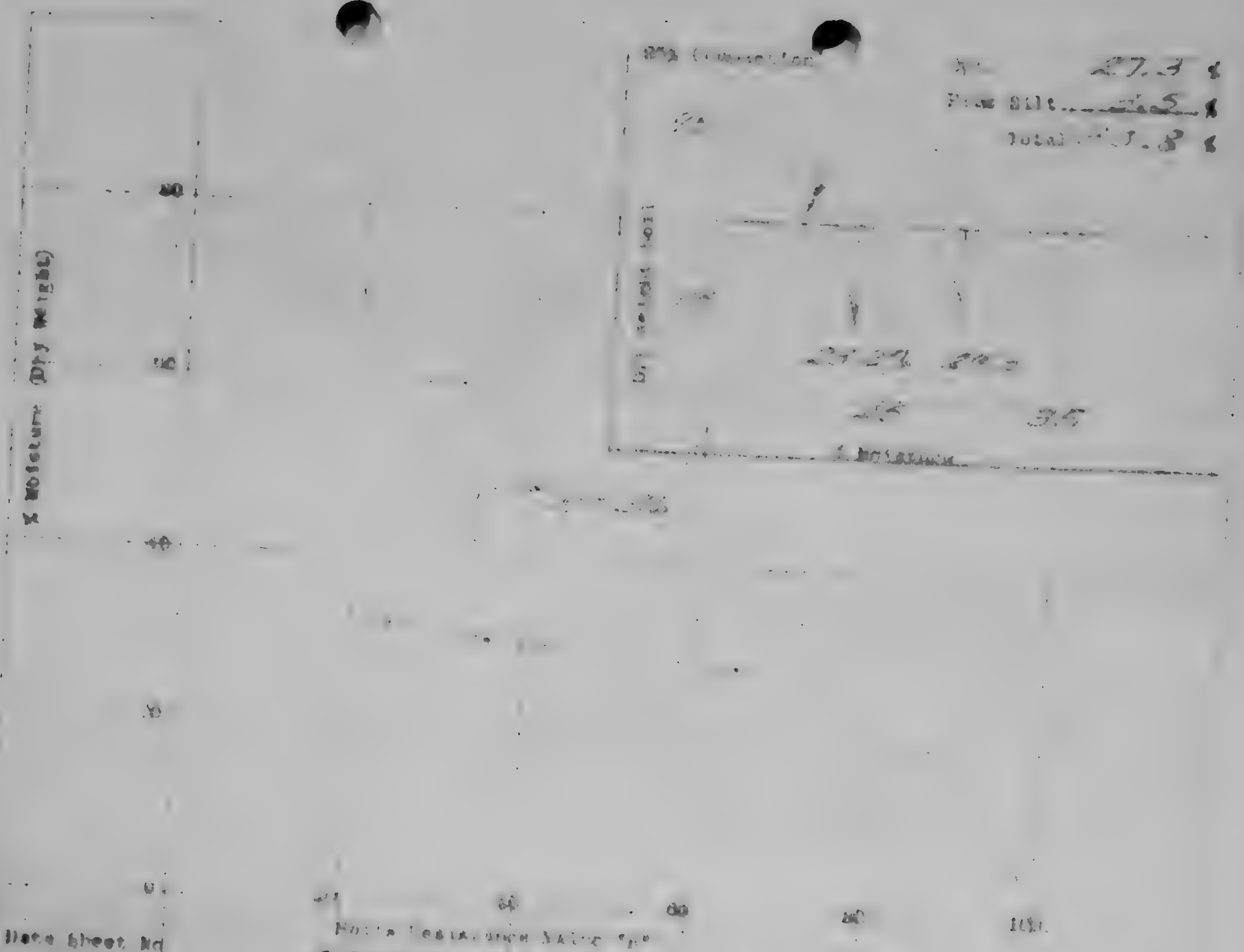
RW:of
Encls.
cc H. G. Smith
Res. Engr.
E. S. Wagar
County and City

[illegible] 200 Screen	[illegible]
HYDROMETER ANALYSIS	
[illegible]	
[illegible]	[illegible]
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
[illegible]	[illegible]
Natural Moisture	[illegible]

NOTE

[illegible] moisture and [illegible] [illegible] evaluation [illegible] fills [illegible] Base [illegible] construction

[illegible]



Data Sheet No	9.8494
Lab No.	152980
LL	41
PI	6
Pass 200 Screen	64 %
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	%
Coarse Sand	26.2 %
Fine Sand	9.3 %
Silt	30.0 %
Clay	34.4 %
Sr	267
Natural Moisture	%

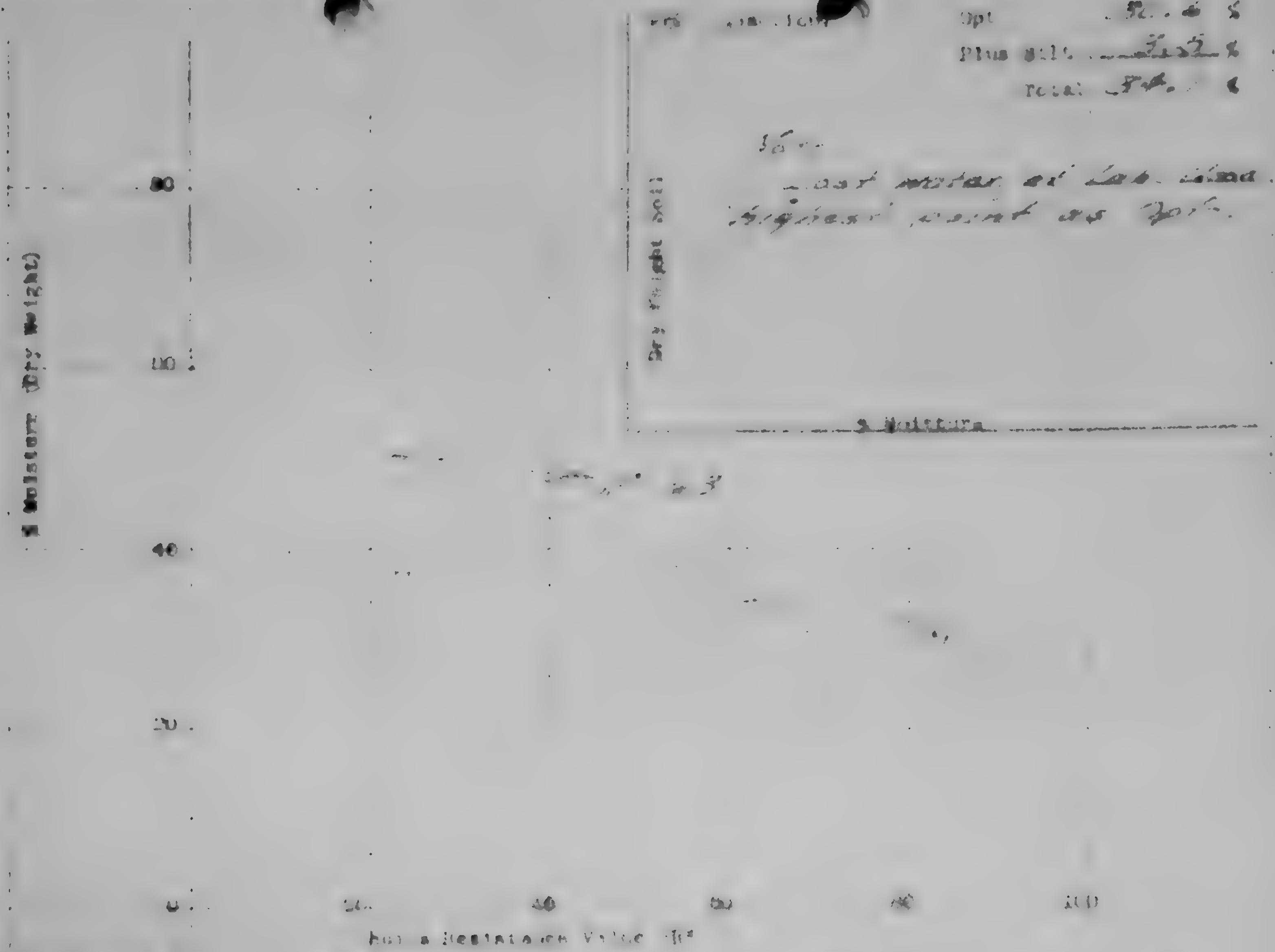
Base & Wear	Traffic
Minus Rock Reduction	
Minus Wearing Surface	
	3.
Plus 30% Increase	2.0"
Plus Wearing Surface	3.5"
Total Base & Wear	5.5"

NOTE

This curve indicates the recommended base and surfacing requi[illegible] for this particular soil after [illegible] of the moisture and grain size [illegible]. For [illegible] purposes it will [illegible] to consider the quantity of [illegible] represented by this soil and the possible reduction of base thi[illegible] by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section, [illegible]
Hwy [illegible]
Station [illegible]
Depth [illegible]
Hole #
To be used [illegible]
Prefix No. [illegible]
County [illegible]
Date 12-22-54
Designed by



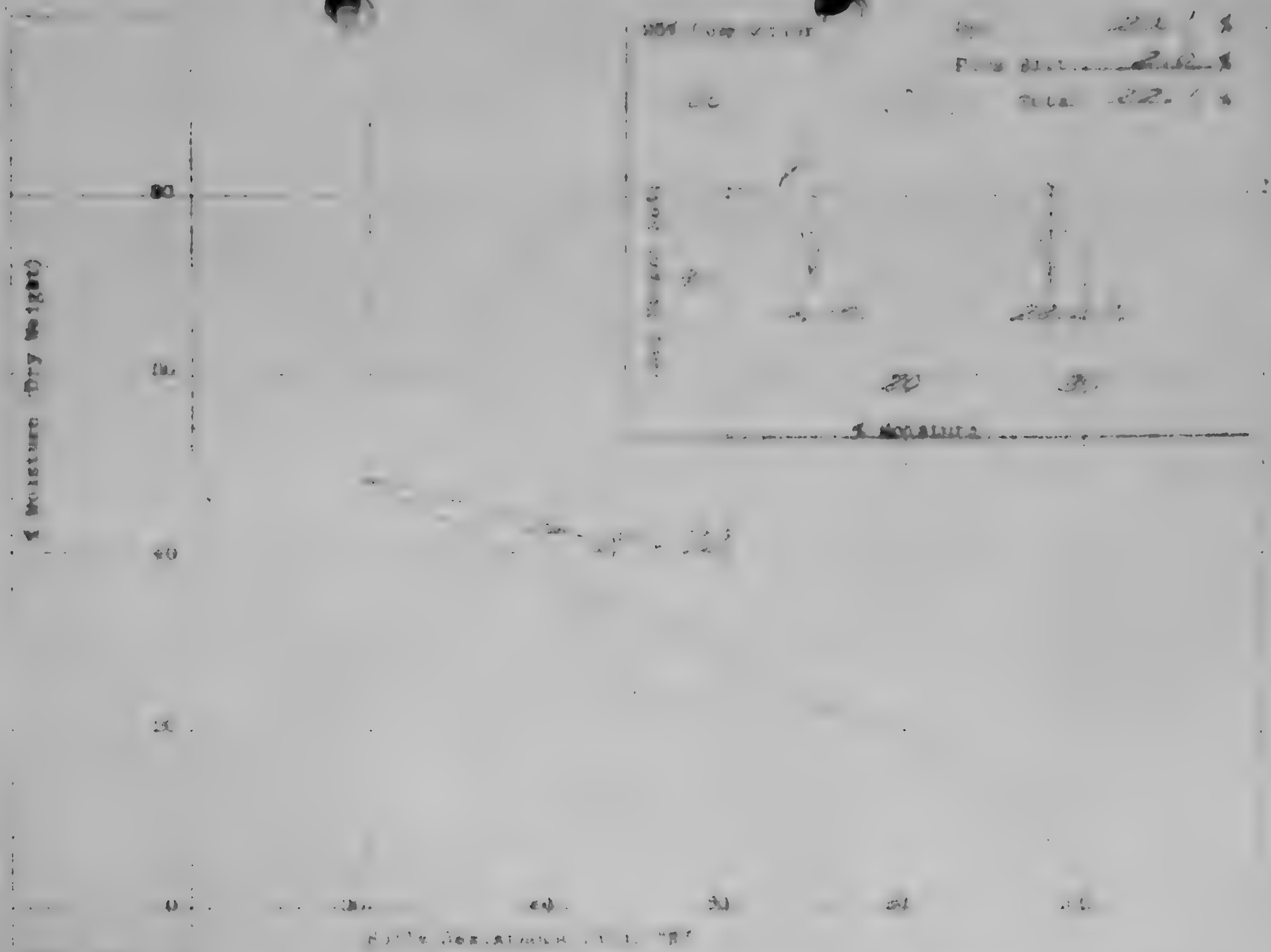
Data Sheet No	4.34915
Lab No.	352981
LL	4.2
PI	2
Pass 200 Screen	64.4%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	16.8%
Coarse Sand	12.0%
Fine Sand	12.5%
Silt	29.1%
Clay	36.6%
G	2.55
Natural Moisture	%

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear [illegible]	Traffic	[illegible]
Minus Rock Reduction		
Minus Wearing Surface		[illegible]
Plus 35% Increase		
Plus Wearing Surface		2.5
Total Base & Wear		3.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section [illegible]
Hwy [illegible]
Station 40 250
Depth - 3' [illegible]
Note #
To be used Subgrade
Profile No [illegible]
County Curry
Date [illegible]
Designed by [illegible]



Data Sheet No.	2344
Lab. No.	[illegible]
LL	33
PI	6
Pass 200 Screen	47.3 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	35.9 %
Coarse Sand	3.2 %
Fine Sand	19.9 %
Silt	20.2 %
Clay	22.8 %
Sg	2.69
Natural Moisture	%

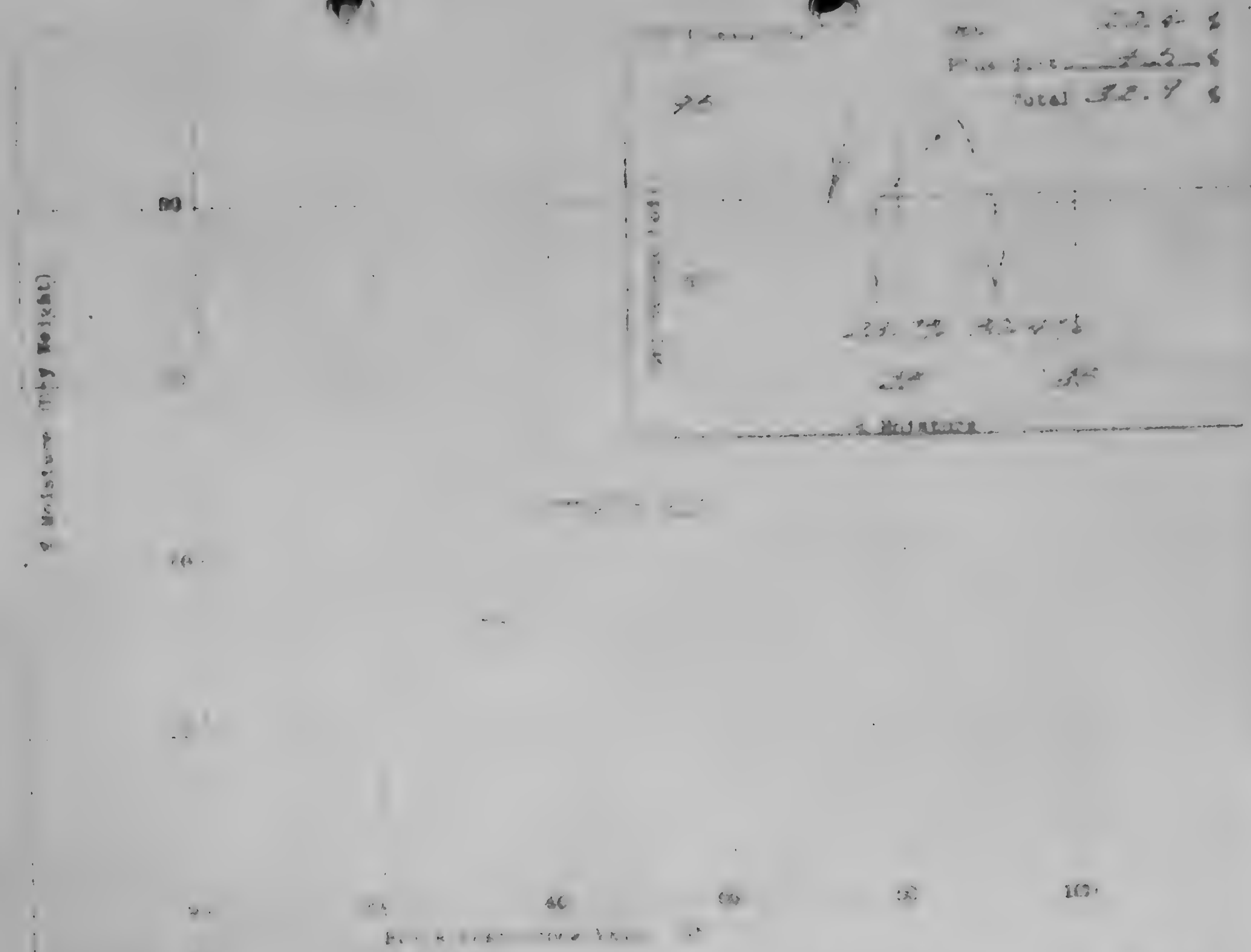
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portion of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear	"
Minus Rock Reduction	"
Minus Wearing Surface	"
Plus 20% Increase	"
Plus Wearing Surface	"
Total Base & Wear	12.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Elk River [illegible] Forest Bdry
Hwy FAS 597
Station [illegible]
Depth - [illegible]
Hole #
To be used - Subgrade
Prefix No. 308 [illegible]
County - Curry
Date [illegible]
Designed by [illegible]



[illegible] No	5647
Lab No	5532 P24
LL	43
PI	14
Pass 200 Screen	[illegible] %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	0.0 %
Coarse Sand	1.2 %
Fine Sand	18.8 %
Silt	35.5 %
Clay	44.5 %
Sg	2.64
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size compositions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear [illegible]	[illegible] "
[illegible] Rock Base [illegible]	"
	"
	[illegible] "
Stone Wearing Surface	[illegible] "
Plus 20% Increase	[illegible]
Plus Wearing Surface	"
Total Base & Wear	[illegible] "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section: Elk River Jct. Forest Bdry

Hwy F.A.S. 593

Station [illegible]

Depth - [illegible]

Hole #

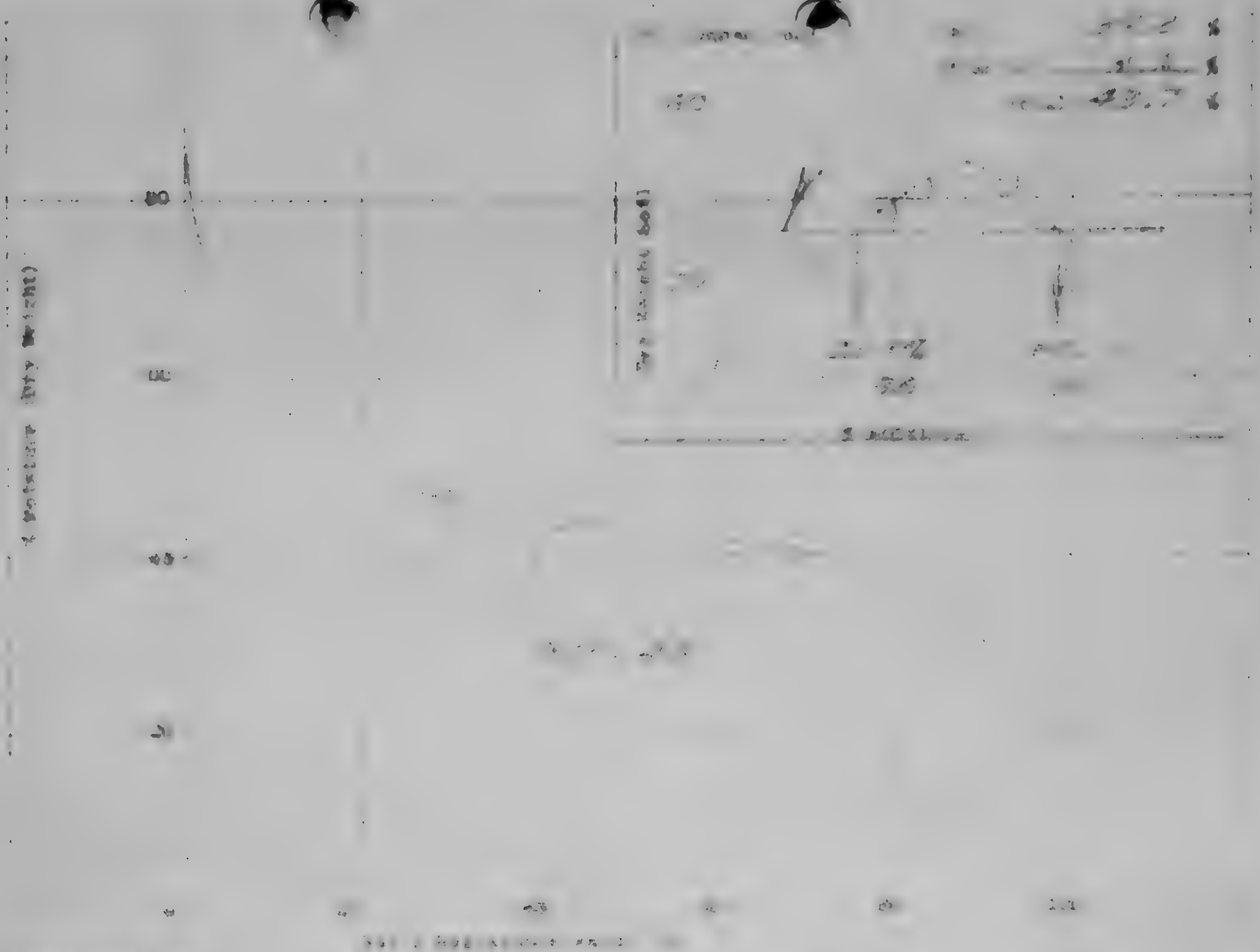
To be used - Subgrade

Prefix No. [illegible]

County - Curry

Date 6-20-54

Designed by



Data Sheet No.	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	[illegible] %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	[illegible] %
Coarse Sand	[illegible] %
Fine Sand	[illegible] %
Silt	[illegible] %
Clay	[illegible] %
Sp	[illegible]
Natural Moisture	%

[illegible]	[illegible]	"
[illegible] Reduction		"
		"
[illegible] Surfacing	[illegible]	"
		"
[illegible]		
[illegible] Surfacing		
Total Base & [illegible]	[illegible]	

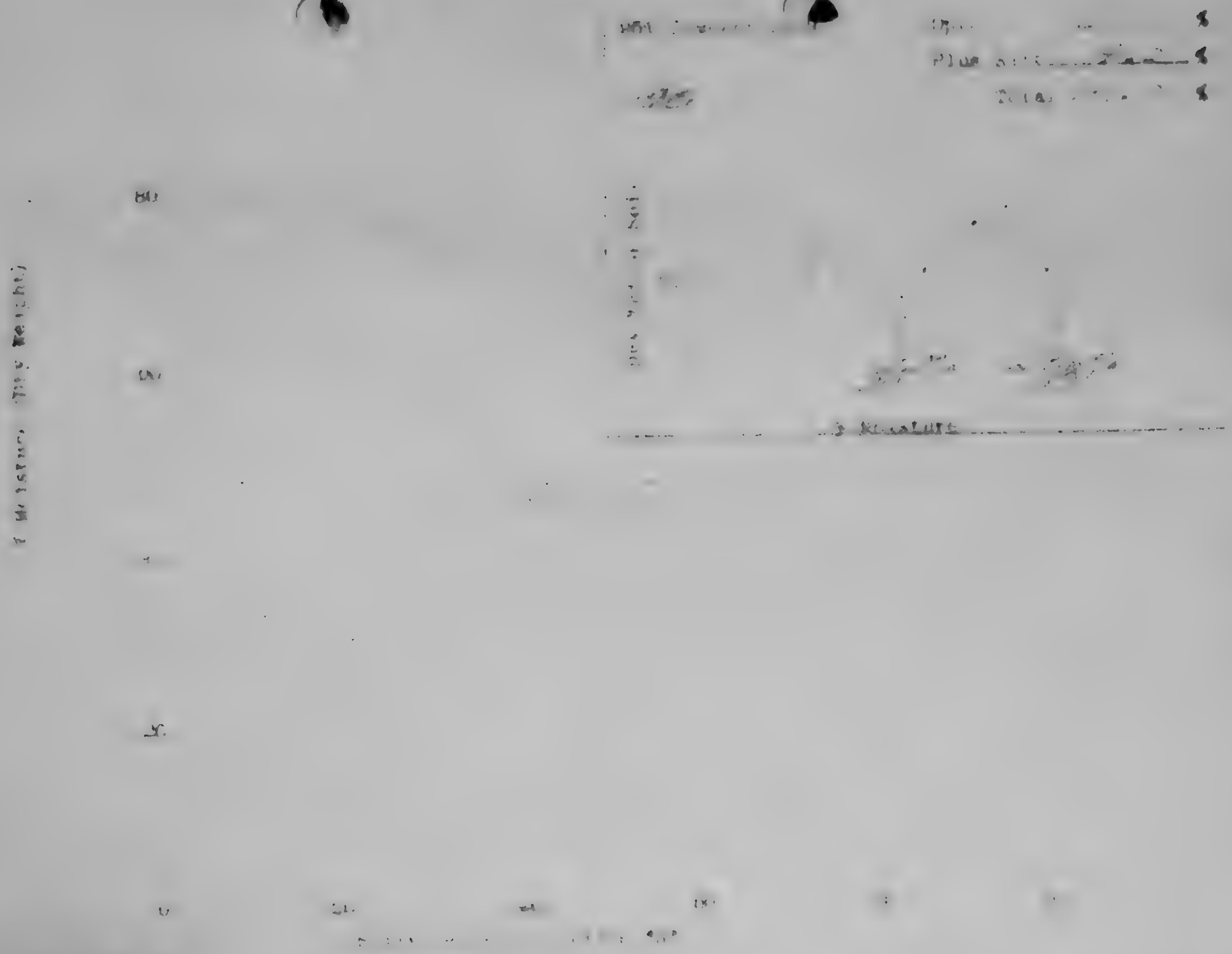
NOTE
This curve indicates the [illegible] base and surfacing requirements [illegible] particular soil after considering [illegible] moisture and grain size [illegible] design purposes it will be [illegible] consider the quantity of [illegible] by the soil and the possible reduction [illegible] base thickness by the use of better [illegible] is available in the upper portions of [illegible] cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
[illegible]
Sec. [illegible]
Hwy. [illegible]
Station [illegible]
Depth [illegible]
Hole #
To be used [illegible]
Prefix [illegible]
County [illegible]
Date [illegible]
Designed by [illegible]

Opt. [illegible] %

Plus [illegible] %

Total [illegible] %



Data Sheet No.	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	9
Pass 200 Screen	[illegible] %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	[illegible] %
Coarse Sand	[illegible] %
Fine Sand	18.2 %
Silt	33.6 %
Clay	4.10 %
Sp. Gr.	[illegible]
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of [illegible] by this soil, and the possible [illegible] base thickness by the use of [illegible] in the upper portion [illegible] and flush. If frost boils [illegible] base depth should be [illegible] penetration.

Base & Surfacing [illegible]

Plus [illegible]

Base Design Surface [illegible]

Plus Soil [illegible]

[illegible] Surface

Total Base & [illegible]

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section [illegible]

No.

Station

Date

Sample

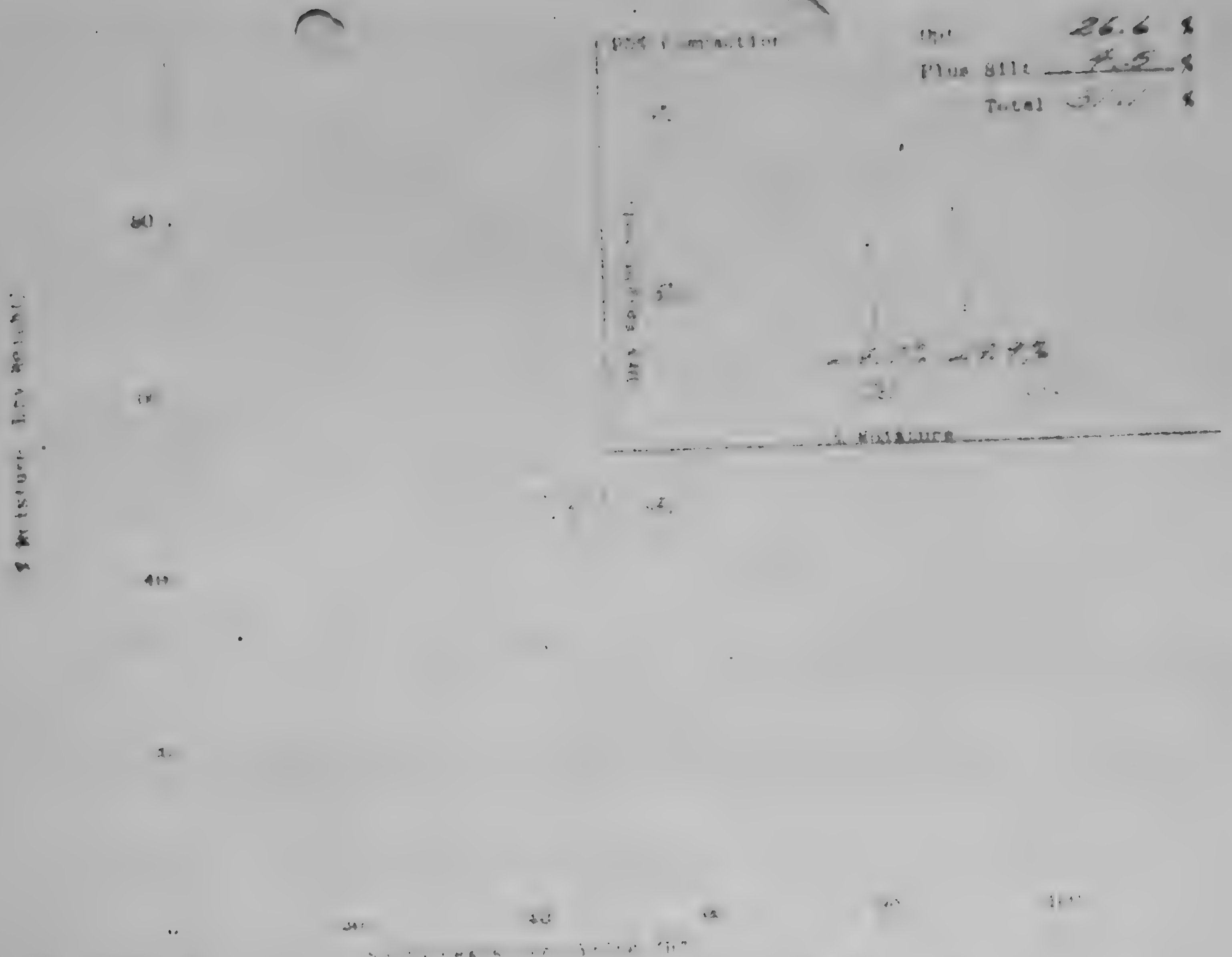
[illegible]

Project No.

County

Date

Designed by



[illegible] 26.6 %
Plus Silt 4.5 %
Total [illegible] %

Data Sheet No.	9[illegible]
Lab. No.	55-[illegible]
LL	57
PI	[illegible]
Pass 200 Screen	76.6 %
HYDROMETER ANALYSIS	
Particles larger [illegible]	
2.0 mm	1.8 %
Coarse Sand	6.4 %
Fine Sand	15.1 %
Silt	34.9 %
Clay	41.8 %
G	2.65
Natural Moisture	%

NOTE

This chart indicates the recommended base and surfacing requirements [illegible] [illegible] will affect [illegible] moisture and grain size [illegible] [illegible] [illegible]. It will be [illegible] [illegible] the quantity of [illegible] by the [illegible] and the possible [illegible] [illegible] by the use of [illegible] if [illegible] in the upper portion [illegible] [illegible] If frost boils [illegible] base depth should be [illegible] penetration

[illegible]	[illegible]
[illegible] Compaction	[illegible]
[illegible] Wearing Surface	[illegible]
	[illegible]
Plus 25% Increase	2.[illegible]
Plus Wearing Surface	[illegible]
Total Base & Wear	[illegible]

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
[illegible]
[illegible]
Station
Depth
[illegible]
To be used [illegible]
Project No. [illegible]
County
Date
Designed by

FAS 597

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 17, 1954

SUBJECT:

NOTED
Harold C. Ayers

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

RECEIVED
DEC 17 1954
ENGINEER

Dear Sir:

Reference is made to the Elk River Jct.-Forest Boundry Section, of the F.A.S. 597, Curry County Road.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 352985 and 352986.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

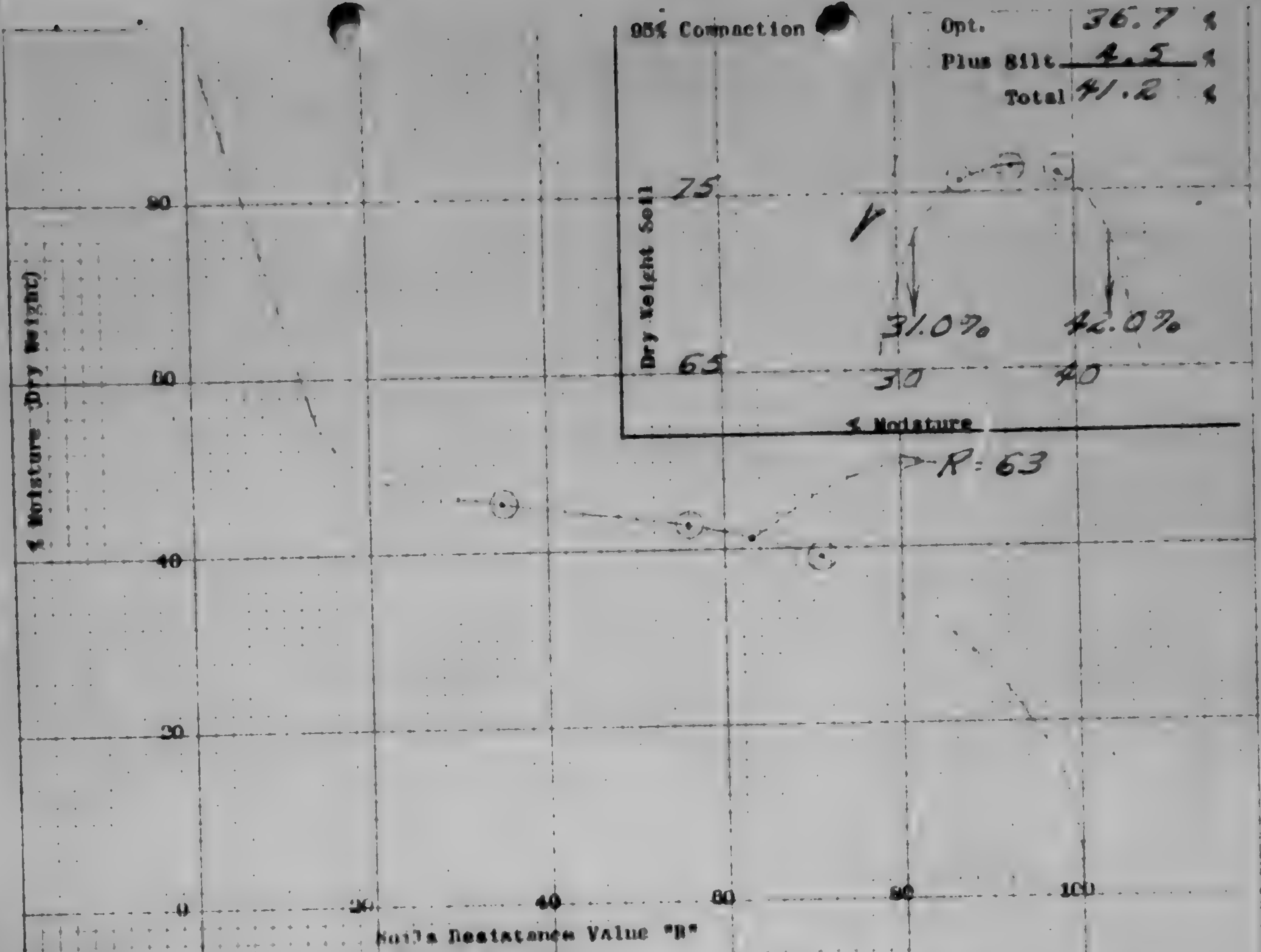
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

NOTED
J. F. HAGEMANN

RW:of
Encls.
cc [illegible] Smith
Resident Engineer
c/o Division Office
[illegible] Unger
County & City



Data Sheet No	A34919
Lab. No.	352985
LL	52
PI	18
Pass 200 Screen	79.7%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	2.6%
Coarse Sand	6.0%
Fine Sand	13.4%
Silt	36.5%
Clay	41.5%
B-	2.49
Natural Moisture	%

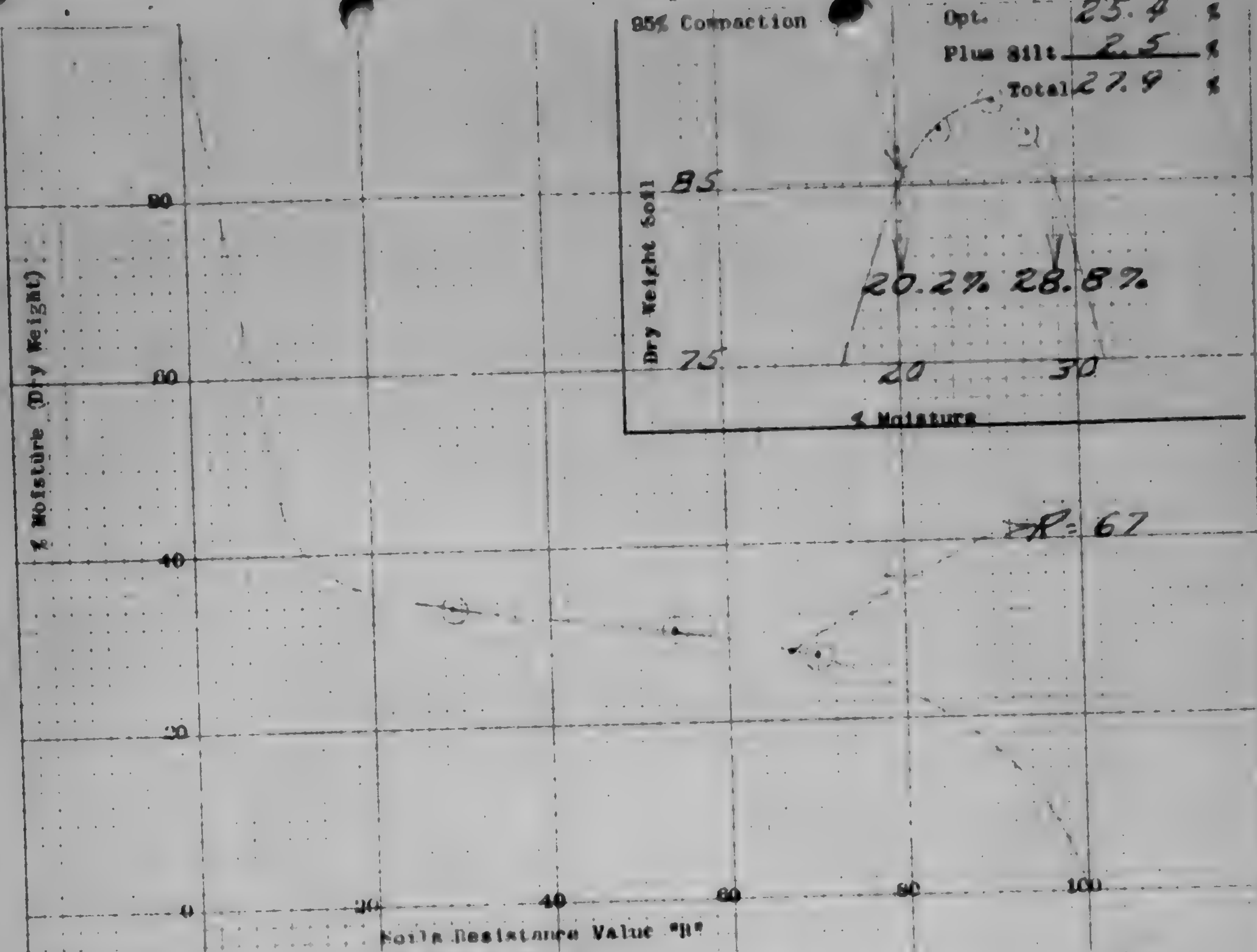
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear M.-H. Traffic	11.0	"
Minus Rock Reduction	—	"
		"
Minus Wearing Surface	3.0	"
	8.0	"
Plus 25% Increase	2.0	
Plus Wearing Surface	3.0	"
Total Base & Wear	13.0	"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Elk River Jct. - Forest Boundry
Hwy. F.A.S. 597
Station M.P. 2.4
Depth - 2-30"
Hole #
To be used - Subgrade
Prefix No. 508-1451
County - Curry
Date 12-17-54
Designed by N.



Soils Resistance Value "R"

Data Sheet No	A34920
Lab. No.	352986
LL	40
PI	8
Pass 200 Screen	53.1%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	24.9%
Coarse Sand	14.0%
Fine Sand	9.7%
Silt	22.9%
Clay	28.5%
G	2.51
Natural Moisture	

Base & Wear M-H	Traffic	11.0 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.0 "
		8.0 "
Plus 25% Increase		2.0
Plus Wearing Surface		3.0 "
Total Base & Wear		13.0 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by the [illegible] and the possible reduction of base thickness by the use of better soils, if available in the upper portions of the cuts and fills. If frost soils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Elk River Jct.-Forest Boundary
Hwy F.A.S. 597
Station M.P. 2.9
Depth - 5-36"
Hole #
To be used - Subgrade
Prefix No. 508-1451
County - Curry
Date 12-17-54
Designed by N.

NOTED
Harold C. Ayers

NOTED
[illegible]

November 1, 1954

Curry County Court
Court House
Gold Beach, Oregon

File [illegible] 597

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Curry County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Roseburg and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
Harold C. Ayers

[illegible]

CURRY COUNTY
PROPOSED PROJECTS

FAS 259 - Brookings-Morse Ranch Section, 2 Miles, $35,000. This section extends from the city limits of Brookings easterly to Morse Ranch on the Chetko River County Road.

The proposed project is to grade to a uniform width throughout the length of the project and place a pit run gravel base with a crushed gravel wearing surface 22' or 24' wide. The present road has a considerable depth of pit run gravel in place of varying widths. The project should follow the present grade and alinement as closely as possible in order to utilize this gravel in place. If a 24' finished width cannot be obtained without extensive grading, the width should be reduced to 22' which could be obtained with a minimum of grading. Pit run gravel is available from the Chetko River and a commercial crushing plant is located near Brookings.

FAS 597 - Elk River Junction-Forest Boundary Section, 4.6 Miles, $67,000. This section extends from a junction with the Oregon Coast Highway approximately 3 miles north of Port Orford, southeasterly to the Siskiyou National Forest boundary.

The proposed project is to grade and place pit run gravel with a crushed or screened gravel wearing surface 22' or 24' wide. The existing grade and alinement should be followed as closely as possible. Pit run gravel is available from the Elk River adjacent to the proposed project; and if crushed gravel for the wearing surface cannot be economically obtained, possibly screened gravel could be used. The project should begin at the Coast Highway and extend southeasterly as far as available funds will permit.

Approved by Hwy
Commission 10-28-54

9/9/54

9-3312 Tumalo State Park Latrine 1955

#4525

RECEIVED
JUN - - 1956
FOR FILING

4

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 28, 1956

(CONTRACT NO.) [illegible]	(EST. NO.)	(CONTRACTOR)	
4525	4-Final	Mann Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10839	R-151740	$ 498.13	5/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: none

Completion Date: May 1, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 7 1956

Ruth Rawlings

NOTED ON CARD
JF

RECEIVED
MAY 15 1956
FOR FILING

9-3312

4525

May 15, 1956

CERTIFIED MAIL

American Automobile Insurance Co.
Box 1531
Portland, Oregon

Gentlemen:

State Highway Contract No. 4525 covering construction of Tumalo State Park Latrine in Deschutes County was completed by the contractor, Mann Construction Company, on May 1, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $498.13 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,985.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pierce & Randall
443 South Sixth St.
Redmond, Oregon

NOTED ON CARD

RECEIVED
OCT 25 1955
FOR FILING

7-5312
4525

October 25, 1955

Mann Construction Company
217 North Sixth St.
Redmond, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4525, which was awarded to you on September 22, 1955 by the State Highway Commission, covering the Tumalo State Park Latrine in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 26 1955
FOR FILING

[illegible]
45[illegible]

September 26, 1955

Mann Construction Co.
217 Sixth St.
Redmond, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 awarded to you State Highway Contract No. 4525 for construction of Tumalo State Park Latrine, near Tumalo, in Deschutes County.

This award was based on your bid of $3,985.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

hm

cc: H. C. Smith
S. H. Probert
R. G. Savage, SIAC
F. M. Stephenson
C. H. Armstrong

FI-78(19) Three Structures on Shady- 195
Canyonville Sec. of the
#4526 Pacific Hwy.

RECEIVED
OCT 26 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 26, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4526	11-Final	Glenn Snook	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23264	H-164200	$ 12,496.34	10/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: None

Completion Date: Aug. 31, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Approval of Surety Co. to early release of this warrant received.

Date: 10-26-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: 10-26-56

Delivered in person
R Rawlings

RECEIVED
OCT [illegible] 1956
FOR FILING

BFE-22 (FI)

1452 [illegible]

file

HANSEN & ROWLAND INC.

GENERAL AGENTS
SURETY BONDS · GENERAL INSURANCE
625 DEXTER HORTON BUILDING — PHONE ELiot 4757
SEATTLE 4, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
LOS ANGELES
SAN FRANCISCO

October 25, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Glaisyer:

Re: Contract No. 4526, Shady
Canyonville ~~Pacific~~ Highway,
Glenn Snook, Contractor.

With reference to your query concerning final payment being made to Glenn Snook on November 2nd, please be advised we, as Surety, agree to the prior release of this final payment to Mr. Snook.

We understand this final payment is being made immediately.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents for
Seaboard Surety Company

By: Leonard E Frank
Leonard E. Frank,
Attorney-in-fact.

LEF/amn

AIR MAIL

RECEIVED
OCT 26 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Filing
BY SECRETARY

Salem, Oregon
October 25, 1956

final payment to Glen Snook
on Contract No. 4526

C. H. Maison
Auditor

Attention: John Herr

We have contacted Hansen and Rowland, surety for Glen Snook on Contract No. 4526, and they have given us telephonic approval for immediate release of final payment to Mr. Snook on this contract.

It is our understanding that the warrant has been prepared and is in your hands; if so, will you please release it to Mr. Snook.

Floyd Query, Assistant Secretary

FQ:jmc

REFERRED TO
Query
BY SECRETARY

approval should be given by telegram rather than by telephone so we have a record -

D

Memorandum

Date 10/25 Time 2:30

To Mr. Query

Mr. Miss Sparling

Of Hanson & Rolland

Telephone No. Capitol 7-0469
Portland

☑	Telephoned	☐	Called to see you
☑	Wants you to call	☐	Ret'd. your call
☐	Will call again	☐	RUSH

Message Ok to release — letter to follow

By E M.

23, 1956

t No. 4526 for work performed on
anyonville Section of the Pacific
ompleted by the contractor, Glenn
as formally accepted by the High-
1956.

amount of $12,486.34 will be
r after November 2, 1956. The
42.23, and no force account
ct.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden
New York 38, N. Y.

NOTED ON CARD
gl

RECEIVED
OCT 24 1956
FOR FILING

[illegible]

4526

October 23, 1956

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4526 for work performed on three Structures on the Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Glenn Snook, on August 31, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $12,486.34 will be released to the contractor on or after November 2, 1956. The total contract amount is $130,242.23, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden
New York 38, N. Y.

NOTED ON CARD
gl

RECEIVED
DEC 30 1955
FOR FILING

[illegible]

45[illegible]

December 30, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Re: Grant Smith County
Road Undercrossing
Oregon Project [illegible]-73(19)

Dear Sir:

This is in reply to your letter of December 21 transmitting comments from your Washington office on the above project.

We realize that the use of cast-in-place concrete piling with steel shells having a butt diameter of 10 inches is not in accordance with the AASHO specifications. Due to the current difficulty in obtaining delivery on steel, we have been using these smaller piles as they are available. Actually the piles are furnished in the standard size, which is 10 3/4 inches outside diameter and has an area of a little better than 90 square inches. Our specifications call for a minimum shell thickness of 0.1793 inch. The piles furnished had a shell thickness of 0.188 inch.

We have used these smaller piles on a considerable number of projects in the last two or three years, some of which projects have been federal aid, and I know of no instance where any trouble has been experienced with their use. In order to keep within the specifications, we will specify at least a 12-inch-diameter pile on future jobs.

These piling had been driven prior to the receipt of your letter and our report from the job is that the piling were driven to bearing on the anticipated material without damage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. P. M. Stephenson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

December 21, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Re: Grant Smith County Road Undercrossing
Oregon Project BFI-78(19)

Dear Sir:

The following comments have been received from our Washington office following their review of the P.S. and E. for this project:

> "Regarding the Grant Smith County Road Undercrossing attention is directed to the butt diameter of 10 inches specified as minimum for the cast-in-place concrete piles under end bents. The 10-inch diameter does not provide 100 square inches of area as required in second paragraph of Section 3.5.1(h) of the A.A.S.H.O. Specifications. With further reference to these piles it is noted in the special provisions that reinforcement need not be provided in addition to that furnished by the steel casings. The provisions of T.4.(54), which amends paragraph 3 of Section 3.5.1(h) do not apply since these piles are subject to considerable bending due to frame action in addition to carrying axial loads. Although the steel shell may provide reinforcement within the specifications we are of the opinion in a case like this where small piles are being used that it would be prudent to provide cage reinforcement for about one-half of the upper pile length.
>
> Concerning the driving of the shells, it appears doubtful that they can be successfully driven through the heavy fill to desired penetrations into underlying materials without injury to the shells. It is, therefore, suggested that cored holes be provided."

The comment referring to non-compliance with the specification as regards minimum butt area is surprising since this same type and size of pile has been specified, or permitted as an alternate to the steel H pile, on many projects over the past 2-1/2 years. In the

NOTED
G. S. PAXSON

absence of any comments from the Washington office on these former projects, we had assumed that they had no objections to this exception to the specifications. However, since they now raise this question, and assuming you wish to continue using the 10" cast-in-place concrete piles on federal-aid projects, we would suggest that you propose a revision to the A.A.S.H.O. specifications reducing the minimum butt area from 100 □" to 78 □".

Your reaction to these comments is invited.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 22 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1955
FOR FILING

4526

October 12, 1955

Mr. Glenn Snook
2191 Friendly St.
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4526, which was awarded to you on September 22 by the State Highway Commission, for constructing three structures on the Shady-Canyonville Section of Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 27 1955
FOR FILING

SF-1-78(19)
4526

September 26, 1955

Mr. Glenn Snook
2191 Friendly Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 awarded to you State Highway Contract No. 4526 for construction of three structures on Shady-Canyonville Section of the Pacific Highway in Douglas County.

This award was based on your bid of $134,402.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
SEP 28 1955
FOR FILING

File

OREGON DISTRICT

7.

4526

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

OS-35

September 22, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4526 for Oregon Project EFI-78(19), Shady-Booth Ranch Section of the Pacific Highway, to Glenn Snook of Eugene, Oregon, low bidder in the amount of $134,402.50 at the September 22, 1955 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1[illegible] 1955
FOR FILING

OREGON DISTRICT
BFI-78 (19)
4526

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-78(19), Shady-Booth Ranch Section (3 structures) of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By
A.F. Bester
A. F. BESTER
Supervising Highway Design
Engineer

RECEIVED
SEP 1 8 1955
STATE

BFI-78(28) South Umpqua River-Myrtle 1955
Cr. Guardrail Proj., Pacific
#4527 Hwy.

BFI-78(28) South Umpqua River-Myrtle 1955
Cr. Guardrail Proj., Pacific
#4527 Hwy.

RECEIVED
1957

files

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 29, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4527 *4527*	9-Final	T. W. Thomas

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12034	H-182401	$ 1,410.22	5/29/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Mar. 31, 1956

Time Extensions: Feb. 28, 1957

Completion Date: Feb. 28, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 31, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 31 1957

Ruth Rawlings

NOTED ON CARD
em

RECEIVED
MAY 9 - 1957
FOR FILING

437

May 7, 1957

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4527 for work performed on the S. Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County was completed by the contractor, T. W. Thomas, on Feb. 28, 1957 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,410.22 will be released to the contractor after acceptance by the Commission. The total contract amount is $47,007.30, of which amount $193.72 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
APR 23 1957
FOR FILING

BFI-22 (28)

4527

CERTIFIED MAIL

April 23, 1957

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. W. Thomas, in connection with contract No. 4527, for guard rail on S. Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County. This payment, in the amount of $3,230.23, will be released to the contractor on or after May 3, 1957. The retained percentage is [illegible],410.22.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—6-56

BFI 78 (28)
4527

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 5, 1957

Section So. Umpqua River - Myrtle Creek

Kind of work Guard Rail

Highway Pacific

Section prefix 10-1013

Contractor T. W. Thomas

Contract number 4527

Date of contract September 22, 1955

Date of completion March 31, 1956

Date work started December 8, 1955

Estimated date of completion February 28, 1957

Project authorization . . . . . $ 61,863.75

Exclusive of Engineering . . . . $ 57,464.02

Per cent of time elapsed 275 %

Estimated cost of completed project, exclusive of engineering . . . . $ 51,577.43

Estimated per cent XXXXXXXX underrun . . . . 9.6 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 4,399.73

Engineering cost to date $ 4,329.08, 98.4 %

Date project was completed February 28, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This is the final weekly report for this contract. The final estimate is complete and will be submitted today.

Noted
M. H. Juve

CONSTR. ENGINEER
RECEIVED
APR - - 57

NOTED-- C.E. [✓] [illegible] AJB [ ] [ ] [ ]

NOTED
C. E. PAULSEN

Signed G. L. Decker
G. L. Decker

Address Roseburg, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80686

	~~[illegible]~~ Guard Rail	SURFACING	MAIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.23				
Miles partially completed					
Miles completed	9.23				
Total estimated quantities (contract)	23,000				
Total quantities corrected to date	18,503				
Estimated quantities moved or placed to date	18,503				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Rain		
Saturday			

RECEIVED
APR 3 - 1957
FOR FILING
QFI-28(23)
4527

April 3, 1957

Mr. T. [illegible] Thomas
1[illegible] N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 28, 1957, had under discussion your request for an extension of time from March 31, 1956, to March 1[illegible], 1957, within which to complete your contract No. 4527, for construction of guard rail on the S. Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time from March 31, 1956, to February 28, 1957, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ecu

cc: F. D. Morgan
Division Engineer
Roseburg, Oregon

Tom Edwards
Construction Engineer

G. L. Becker
Resident Engineer

RECEIVED
MAR 27 1957
FOR FILING
QFI. 75 (28)
4527

March 27, 1957

Request for extension of time
No. 2
Last for March 28 and 29 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from T. W. Thomas for an extension of time on the South Umpqua River-Myrtle Creek Guardrail, Contract No. 4527, from March 31, 1956 to March 10, 1957.

Guardrail on this project could not be installed until all grading and paving was completed, which did not occur until August 1, 1956. After the paving was completed, the contractor proceeded in the normal fashion and actually completed the project on February 28, 1957. The overrun in time caused no inconvenience to the traveling public or added expense to the State, and I recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:eb hi

RECEIVED
MAR 19 1957
FOR FILING
BFI-78(28)
4527

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the South Umpqua River-Myrtle Creek Guard Rail, Contract No. 4527, Oregon BFI-78 (28), from March 31, 1956 to February 28, 1957 to T. W. Thomas, contractor.

Guard rail on this project could not be installed until all grading and paving was completed, which did not occur until August 1, 1956. After the paving was completed the contractor proceeded in the normal fashion to complete his project. The overrun in time caused no inconvenience to the traveling public nor added expense to the State, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
MAR 1 1957

FOR FILING

EFI-78(28)

4527

March 1, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 28, 1957, on Contract No. 4527, South Umpqua River-Myrtle Creek Section in Douglas County, in connection with Federal Aid Project No. EFI-78(28).

Very truly yours,

W.C.Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swanson
DBP:er

RECEIVED
FEB 26 1957
FOR FILING

[illegible]

4527

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 25, 1957

SUBJECT: **Time Extension**

To:

E. A. Pease

A warrant is being held in our safe pending receipts of time extension as listed below.

Contractor	Contract No.	Est. No.	Amount
T. W. Thomas	4527	7	$2,236.65

J. G. Herr
J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER

RECEIVED
FEB 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

FORM E-30X 37½ 8-54 78730

[illegible]

4527

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 4, 1956

SUBJECT: Time Extensions

To:

E. A. Pease

A warrant is being held in our safe for the following contract pending receipt of a time extension.

T. W. Thomas	Contract ~~4527~~	Est. 5	$3,582.71

J. G. Herr

J. G. Herr

cc: Forrest Cooper

NOTED
FORREST COOPER

R D
1956
ER

CP 8-2223

Form PR 2 (Revised 1950)

State Oregon

Project No. BFI-78(28)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of September, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of July, 1955, a program, which was approved on the 19th day of July, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of sixty four thousand, and 00/100 dollars ($64,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of bonds as follows:

(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 2536+29.34 in Roseburg and 3387+00 west of Myrtle Creek,

, length 15.502 miles, in Douglas County,

being Oregon project No. EFI-78(28), consisting of 15.502 miles of

roadway and no bridges, ~~each~~ of more than 20 feet clear span ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

10—11279-4

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty four thousand, and 00/100 dollars ($ 64,000.00), which does not exceed the authorized Federal pro rata share of one hundred ten thousand, four hundred eighty nine and 50/100 dollars ($ 110,489.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
(Title of officer)

By ____________________
(Title of officer)

Attest ____________________
SECRETARY

RECOMMENDED FOR APPROVAL:
____
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Division Engineer,
Bureau of Public Roads.

RECEIVED
SEP 24 1956
OREGON DEP...

4527

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

South Umpqua River - Myrtle Creek Section
Pacific Highway
Douglas County

NATURE OF WORK:

Guard Rail & Sight Posts

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:
4527 T. W. Thomas 9-22-55

DATE OF COMPLETION:
Specified completion date 3-31-56

REMARKS:

August 27, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing four copies of estimate as a basis for project agreement for the South Umpqua River-Myrtle Creek Section, Project No. BFI-78(28).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HGC:ia

Encl.

Oregon State Highway Department

Federal Aid Project
No. HFI-78(28)

SOUTH UMPQUA RIVER-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 22, 1956

Type Code X007
Guard Rail & Sight Posts (Sta. 2536+22.34 to Sta. 2806+45)
(Sta. 3161+70 to Sta. 3387+00)(Contract No. 4527)

23,000 lin.ft.	Metal Guard Rail	$ 2.25	$ 51,750.00
800 only	Metal Sight Posts	2.20	1,760.00
			$ 53,510.00

Guard Rail and Sight Posts (Sta. 2830+00 to Sta. 3161+70)(Contract No. 4779)

19,000 lin. ft.	Metal Guard Rail	$ 2.44	$ 46,360.00
250 only	Metal Sight Posts	2.30	575.00
			$ 46,935.00
	Subtotal		$100,445.00
	10% Engr. & Cont.		10,044.50
	Total		$110,489.50

Length of Guard Rail and Sight Post Project	15.502 miles
Length of 14 Structures	0.599 mile
Total Length	16.101
Cost per mile	$71,274.35

Federal Funds- -	$ 64,000.00
State Funds- -	46,489.50
	$110,489.50

Oregon State Highway Department

Federal Aid
Project No. BFI-78(28)

SOUTH UMPQUA RIVER-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1955

Type Code Y007
Guard Rail & Sight Posts (Sta. 2536+29.34 to Sta. 2806+55)
(Sta. 3161+70 to Sta. 3387+00)

23,000 lin. ft.	Metal Guard Rail	$2.25	$51,750.00
800 only	Metal Sight Posts	2.50	2,000.00
	Subtotal		$53,750.00
	10% Engr. & Cont.		5,375.00
	Total		$59,125.00

Length of Guard Rail & Fence Project	15.504 Miles
Length of 14 Structures	0.597 Mile
Total Length	16.101 Miles
Cost Per Mile	$3,672.13

Federal Funds..	$36,000.00
State Funds..	23,125.00
	$59,125.00

Oregon State Highway Department

Federal Aid Project
No. HWI-78(28)

SOUTH UMPQUA RIVER-MYRTLE CREEK SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 19, 1956

Type Code Y007
Guard Rail & Sight Posts (Sta. 2536+29.34 to Sta. 2806+55)
(Sta. 3161+70 to Sta. 3387+00) (Contract No. 4527)

23,000 lin. ft.	Metal Guard Rail	$2.25	$ 51,750.00
800 only	Metal Sight Posts	2.20	1,760.00
			$ 53,510.00

Guard Rail and Sight Posts (Sta. 2830+00 to Sta. 3161+70)

19,000 lin. ft.	Metal Guard Rail	2.20	41,800.00
250 only	Metal Sight Posts	2.50	625.00
			$ 42,425.00
	Subtotal		$ 95,935.00
	10% Engr. & Cont.		9,593.50
	Total		$105,528.50

Length of Guard Rail & Sight Post Project	15.502 Miles
Length of 14 Structures	.599 Mile
Total Length	16.101 Miles
Cost Per Mile	$68,074.11

Federal Funds..	$ 64,000.00
State Funds..	41,528.50
	$105,528.50

Oregon State Highway Department

Federal Aid Project
No. BFI-78(28)

SOUTH UMPQUA RIVER-MYRTLE CREEK SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 19, 1956

Type Code Y007
Guard Rail & Sight Posts (Sta. 2536+29.34 to Sta. 2806+55)
(Sta. 3161+70 to Sta. 3387+00)(Contract No. 4527)

23,000 lin. ft.	Metal Guard Rail	$ 2.25	$ 51,750.00
800 only	Metal Sight Posts	2.20	1,760.00
			$ 53,510.00

Guard Rail and Sight Posts (Sta. 2830+00 to Sta. 3161+70)

19,000 lin. ft.	Metal Guard Rail	$ 2.20	$ 41,800.00
250 only	Metal Sight Posts	2.50	625.00
			$ 42,425.00

Subtotal	$ 95,935.00
10% Engr. & Cont.	9,593.50
Total	$105,528.50

Length of Guard Rail & Sight Post Project	15.502 ~~15.504~~ miles
Length of 14 Structures	~~0.[illegible]~~ mile .599
Total Length	16.101 miles
Cost per Mile	$ 68,074.11 ~~$68,065.33~~

Federal Funds- -	$ 64,000.00
State Funds- -	41,528.50
	$105,528.50

File

RECEIVED
JUL 10 1956
FOR FILING
OREGON DISTRICT

[illegible]

4527

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

June 27, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-78(28), South Umpqua River-Myrtle Creek Section of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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JUL 9 1956
OREGON
STATE HIGHWAY COMMISSION

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FEB 14 1956
FOR FILING

FORM E-90X—67,900—2-55—32907

BFI-78 (28)
4527

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1956

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

The subcontract between T. W. Thomas and Fred Stubbart covering the installation and painting only of the guard rail on the South Umpqua River-Myrtle Creek, Contract No. 4527, Oregon BFI-78 (28), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FEB 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

b

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DEC 20 1955
FOR FILING

BFI-78(28)
4527

December 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 8, 1955, on Contract No. 4527, South Umpqua River-Myrtle Creek Section, in Douglas County, in connection with Federal Aid Project No. BFI-78(28).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:ie

RECEIVED
OCT 25 1955
FOR FILING

BF1-78 (28)
4527

October 25, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4527, which was awarded to you by the State Highway Commission on September 22, covering guard rail on the South Umpqua River-Myrtle Creek Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 25 1955
FOR FILING

F-1-77(38)
4527

October 20, 1955

T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Gentlemen:

Reference is made to Contract No. 4527 awarded to you on September 22, 1955, and involving guard rail construction on the S. Umpqua River-Myrtle Creek Section of the Pacific Highway.

Enclosed herewith is a sheet of special provisions relating to metal guard rail members, which sheet is titled "Metal Guard Rail Members; Tests, Qualifications and Acceptable Brands; August 1955". This sheet is included with other special provisions in the contract recently forwarded to you for signing but was not, we think, included with the special provisions sent to you in advance of bidding.

Reference to the provisions given on the sheet is made in the next to last paragraph on sheet 4 of the special provisions.

If the inclusion of this sheet of provisions in the contract meets with your approval, please so indicate by signing in the space provided for the purpose at the bottom of this letter and returning a signed copy to us. If you are unwilling to approve the inclusion, we ask that you so notify us at once.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WP:da

* * * * *

Inclusion in the contract of the sheet of provisions referred to in the above letter is hereby approved.

Signed _ _ _ _ _ _ _ _ _ _ _ _ _ _
T. W. Thomas

Date _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

METAL GUARD RAIL MEMBERS;

TESTS, QUALIFICATIONS AND ACCEPTABLE BRANDS

October, 1955

Tests and Qualifications for Metal Rail Members:

The rail member, brackets, bolts and other fittings to be used in the construction of metal guard rail shall be subjected to qualifying tests. Prior to use, samples of the type and kind of rail member, brackets and fastenings intended for use shall be furnished the State for qualifying tests and will be tested by the State as follows:

Energy Absorption of Assembly Under Tension

1. Prior to use, samples of the type and kind of rail member, brackets and fastenings intended for use shall be furnished the State for qualifying tests and will be tested by the State as follows:

(a) Three standard lengths of rail members shall be fastened together according to the manufacturer's specifications. Each end of the middle panel thus formed shall be mounted upon a rigid bearing in the manner and by the same means as is prescribed by the manufacturer for attaching the rail member to upright supports in the field. The outer ends of this rail assembly shall be fastened into rigid anchorages with connections designed to have greater tensile strength than the standard connections. The anchorages shall be so located that the rail assembly will be in a straight line at the start of the test.

(b) A force shall be applied at the center of the middle panel at right angles to the roadway face of the rail member. Sufficient force shall be applied to cause successive increments of deflection not greater than 1 inch. The amount of force being applied shall be measured at each increment of deflection until some part of the rail assembly fails or until sufficient force has been applied to prove the ability of the rail member and fittings to meet the requirements of paragraph No. 2 which follows. From these measurements of force and deflection distance, the energy, in foot-pounds absorbed by the rail member shall be computed.

2. A rail member and its brackets and fastenings shall qualify for use, if when tested as above provided, the rail member assembly absorbs not less than 12,000 foot-pounds of energy, does so at an average rate of not more than 1,000 foot-pounds per inch of deflection for the first 12 inches of deflection, and absorbs at least 12,000 foot-pounds of energy without more than 16 inches of deflection.

All rail members, brackets and fastenings submitted for qualifying tests shall be accompanied by drawings showing every dimension and detail governing their manufacture and recommended installation.

Types and kinds of rail members, brackets and fastenings which have been accredited for use under these test provisions shall be subjected prior to their actual use (a) to a visual inspection to determine that the dimensions and workmanship are the same as for those tested, and (b) to a suitable test or tests (such as a tension test on specimens of the material), to determine that the material is a duplicate of that used in the qualifying test. Material shall be considered duplicated when the results of the test or tests fall within the tolerances permitted by the current A.S.T.M. Specifications for whatever material is used.

Tested and Acceptable Metal Guard Rail Members:

Qualifying tests have been made by the Testing Laboratory of the State Highway Commission on manufacturer's samples of metal guard rail members. As a result of these tests, the following manufactured rail members, brackets and fastenings have successfully met the requirements and are accredited for use, subject to subsequent inspection and verification of duplicated materials for field use:

Armco Flex-beam Guard Rail, 12 gauge, at 12½ foot post spacing.

Bethlehem Safety Beam Guard Rail, 12 gauge, at 12½ foot post spacing.

Collins Metal Beam Guard Rail, 10 gauge, at 12½ foot post spacing, supported on a rigid metal bracket contacting posts at 3 points in minimum 9" space, attached to post with one 3/4" bolt centering the rail member.

Consolidated Western Steel Co. Western Guard Rail, 10 gauge, at 12½ foot post spacing, supported on a rigid metal bracket contacting posts at 3 points in minimum 9" space, attached to post with one 3/4" bolt centering the rail member.

Rheem-beam Highway Guard Rail, 10 gauge, at 12½ foot post spacing, supported on a rigid metal bracket contacting posts at 3 points in minimum 9" space, attached to post with one 3/4" bolt centering the rail member. (Revised bracket type HG 3 ON)

Rheem-beam Highway Guard Rail, 10 gauge, at 12½ foot post spacing, supported on offset spring brackets, type HG 9 N, HG 15 N or HG 29 N.

United Steel Fabricators Barrier Beam Highway Guard Rail, 12 gauge, at 12½ foot post spacing.

RECEIVED
SEP 26 1955
FOR FILING

BF1-77(24)
4527

September 26, 1955

Mr. T. W. Thomas
10446 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 awarded to you State Highway Contract No. 4527 for construction of Guardrail on the South Umpqua River-Myrtle Creek Section of the Pacific Highway between Roseburg and Myrtle Creek in Douglas County.

This award was based on your bid of $53,510 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
SEP 28 1955
FOR FILING
OREGON DISTRICT

4527

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 22, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4527 for Oregon Project BFI-78(28), South Umpqua River-Myrtle Creek Section (Guard rail) of the Pacific Highway, to T. W. Thomas of Portland, Oregon, low bidder in the amount of $53,510.00 at the September 22, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 21 1955
FOR FILING

OREGON DISTRICT
4237

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35 September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-78(28), South Umpqua River-Myrtle Creek Section (Guard Rail and Sight Posts), of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 20 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1955

~~FOR FILING~~

BF-78(28)
[illegible]

July 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the bond-financed Federal-aid Primary Highway Program, it is our desire to construct guard fence and sight posts at intermittent points on the Pacific Highway between the north crossing of the South Umpqua River in Roseburg and Myrtle Creek.

The program data for this project is as follows:

Item No.	103
County	Douglas
Project No.	BF-78(28)
Federal Route No.	3
State Route No.	1 (US 99)
Termini	South Umpqua River (Roseburg) to Myrtle Creek (all of Project Nos. UI-78(16), BFI-78(18), BFI-78(19), BFI-78(23) and IS-78(25).
Construction Cost:	
Total Cost	$106,000
Federal Funds	64,000
State Funds	42,000
Other Funds	- -
Project Totals:	
Total Cost	$106,000
Federal Funds	64,000
Length	15.68 miles
Character of Proposed Work	Guard Rail and Sight Posts at Intermittent Points.

Traffic data and other information were previously furnished with the projects listed above under the termini description.

A small scale map showing the location of the proposed project is enclosed.

We would like to have this project cleared for advertising by July 26.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JMM:ia

Encl.

RECEIVED
JUL 22 1955
FOR FILING

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8th, 1955

C O P Y

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

We have recently received from the field special provisions and estimate for the construction of guard fences on the new Pacific Highway between the South Umpqua River and Myrtle Creek.

The estimated cost of the work is $106,000, and I am not sure money has been programmed for this work.

(sgd) Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

Original referred to
Mr Probert. This
should be covered by
funds remaining
allocated for the
section. (s) W C W

RECEIVED
JUL 11 1955
FOR FILING

July 6, 1955

W. C. WILLIA

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 99, Project BFI-189(18), Oregon Federal-aid Primary Highway Program (Bond Financed), was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective July 1, 1955.

This item will appear on the program as follows:

Item No.	99
County	Lane and Douglas
Project No.	BFI-189(18)
FA Route No.	3
US Route	US 99
Termini	Divide-Rice Hill
Construction Cost	
Total	$63,000
Federal Funds	$38,000
State Funds	$25,000
Other Funds	- - -
Length	19.83 miles
Character of Work Proposed:	Right-of-way fence and guard rail construction at intermittent points.

Very truly yours,

C. G. POLK
District Engineer

RECE[illegible]D
JUL 7 19[illegible]
STATE H[illegible]

Original to
Mr. Probert

21-3407 Newport Maintenance Building 1955

#528

21 - 340

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 12, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4528	5-Final	Lloyd G. Sperling	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11832	R-152745	$ 1,630.11	6/12/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: None

Completion Date: May 22, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 13 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 1 - 1956
~~FOR FILING~~

21-3407

4528

June 1, 1956

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4528 for constructing a maintenance building at Newport in Lincoln County was completed by the contractor, Lloyd G. Sperling, on May 22, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,630.11 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,139.24 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. D. Riechers Insurance Agency
2016 2nd Street
Tillamook, Oregon

NOTED ON CARD

RECEIVED
OCT 17 1955
FOR FILING

21-3437
4528

October 17, 1955

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4528, which was awarded to you by the State Highway Commission on September 22, for constructing the Newport Maintenance Building in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 26 1955
FOR FILING

21-34M
4528

September 26, 1955

Mr. Lloyd G. Sperling
P. O. Box 94
Tillamook, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 awarded to you State Highway Contract No. 4528 for construction of a maintenance building at Newport in Lincoln County.

This award was based on your bid of $14,211 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage
P. M. Stephenson

FORM E30—50M—4-54—74386

21-34117
#521

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1955

SUBJECT: Newport Maintenance Bldg.

To: Mr. J. D. Walker
Division Engineer

Office

Dear Sir:

In reference to Newport Maintenance Building location, herewith is print of Mr. Bond's sketch map showing his suggested locations A and B. The location finally proposed is a compromise between the two suggested. It has the advantage of the East front of "A" plus the proximity to the entrance of "B". It permits the continued use of our present gate and driveway. It will permit future extension of the building to the North should need develop in the future. It leaves the 100 foot strip adjacent to Jefferson Street for a combination State Police and Resident Engineer office building and parking area if and when it becomes necessary to replace the existing built-over frame Resident Engineer office and the war time steel building erected for State Police office. Should the existing Resident Engineer office be removed, it will leave the east end of the block, 180 x 200, for Maintenance use.

The contours shown on Bridge Department drawing #7250 show the ground at proposed building site as 202, one foot lower than at the gas pumps. We recommend the floor of the new building be put at 203.5 with a 12" slope to a gutter line at elevation 202.50, 30 feet in front of the building, draining to the north and south.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:lb

cc - W. W. Stiffler (2)
John Bond

RECEIVED
JUL 13 1955
FOR FILING

FORM 530—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1955

SUBJECT: Maintenance building at Newport

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

There is an item of $15,000 in the 1955 Maintenance Station Improvement Budget for a new maintenance building at Newport. We attach a sketch showing the proposed location of the new building 28x78 of masonry block, fireproof construction. Water mains are shown, also powerlines. The City of Newport has contracted an 8" sewer (400 day completion) in the middle of Bradshaw Street which may not be constructed in time for our contractor to make a connection. Probably the contract should call for plumbing stubbed to permit State force connection at a later date.

The present building at Newport is an old C.C.C. building built about 1931 and moved from Manzanita in 1944 during the war. It was cheap construction originally, is about 25 years old having served 11 years at Newport and has deteriorated badly. The old swing doors face the west and the storms, and sag badly. For continued use the building will require extensive repairs and renewal.

The location shown reserves a strip fronting on Jefferson Street which would be a logical office building site should the old Resident Engineers office and the present State Police office come up for replacement some time in the future.

We concur in Mr. Walker's recommendation that this Maintenance Building be scheduled for early contracting.

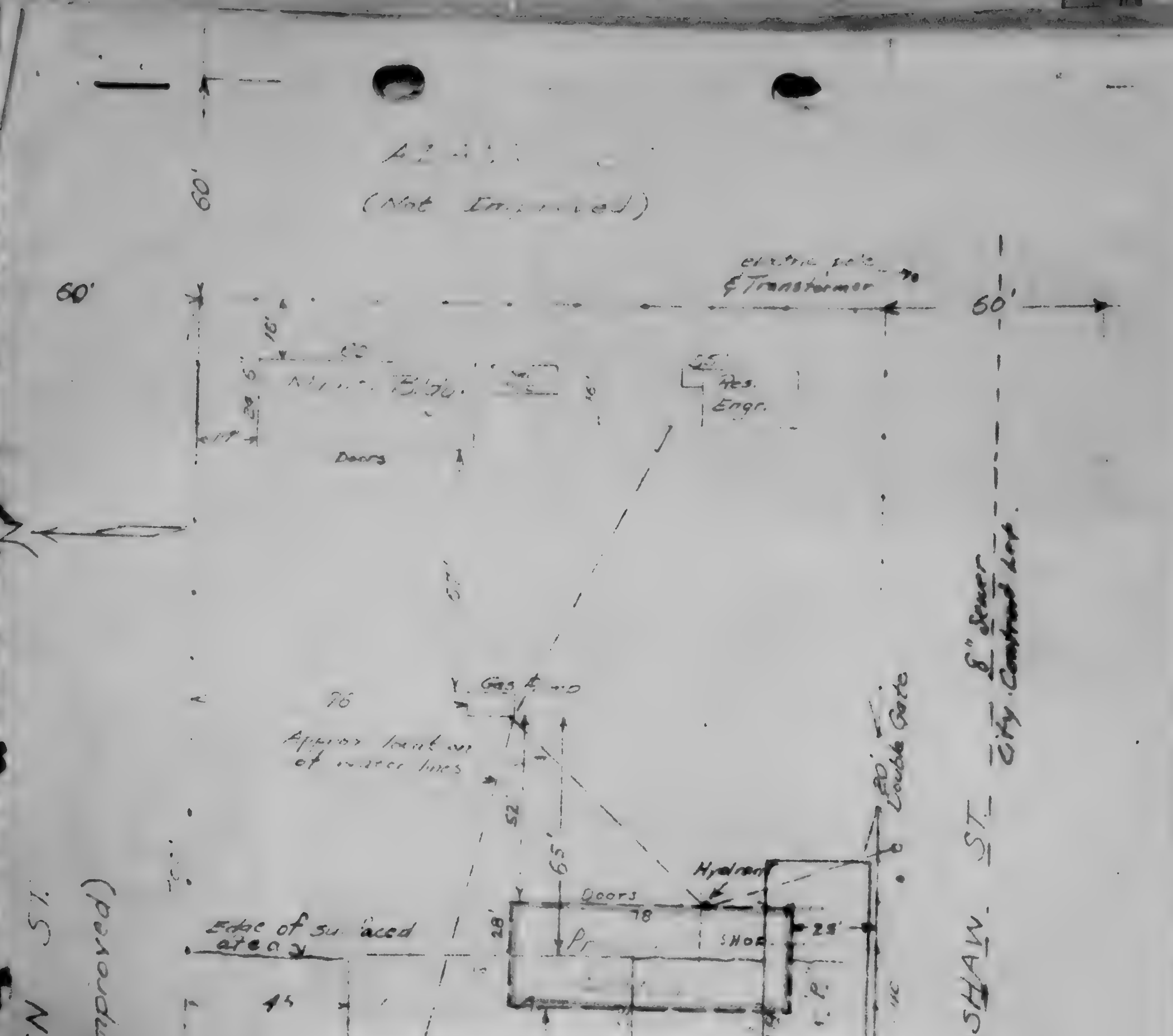
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

APPROVED 7-14-55
By R.H.B. W. W. Stiffler
Assistant State Highway Engineer

IAD:db
Enclosure

NOTED
W. W. STIFFLER



Sketch Map
Newport Maint. Bldg.

1" = 40'

June 19

MAY · 55 ·

MAY · 55 ·

MAY · 55 ·

Newport [illegible] Sta.

Approved:

Bridge Engineer

Assistant Chief Engineer

Chief Engineer

OREGON
STATE HIGHWAY COMMISSION

MAINTENANCE BLDG.

AT

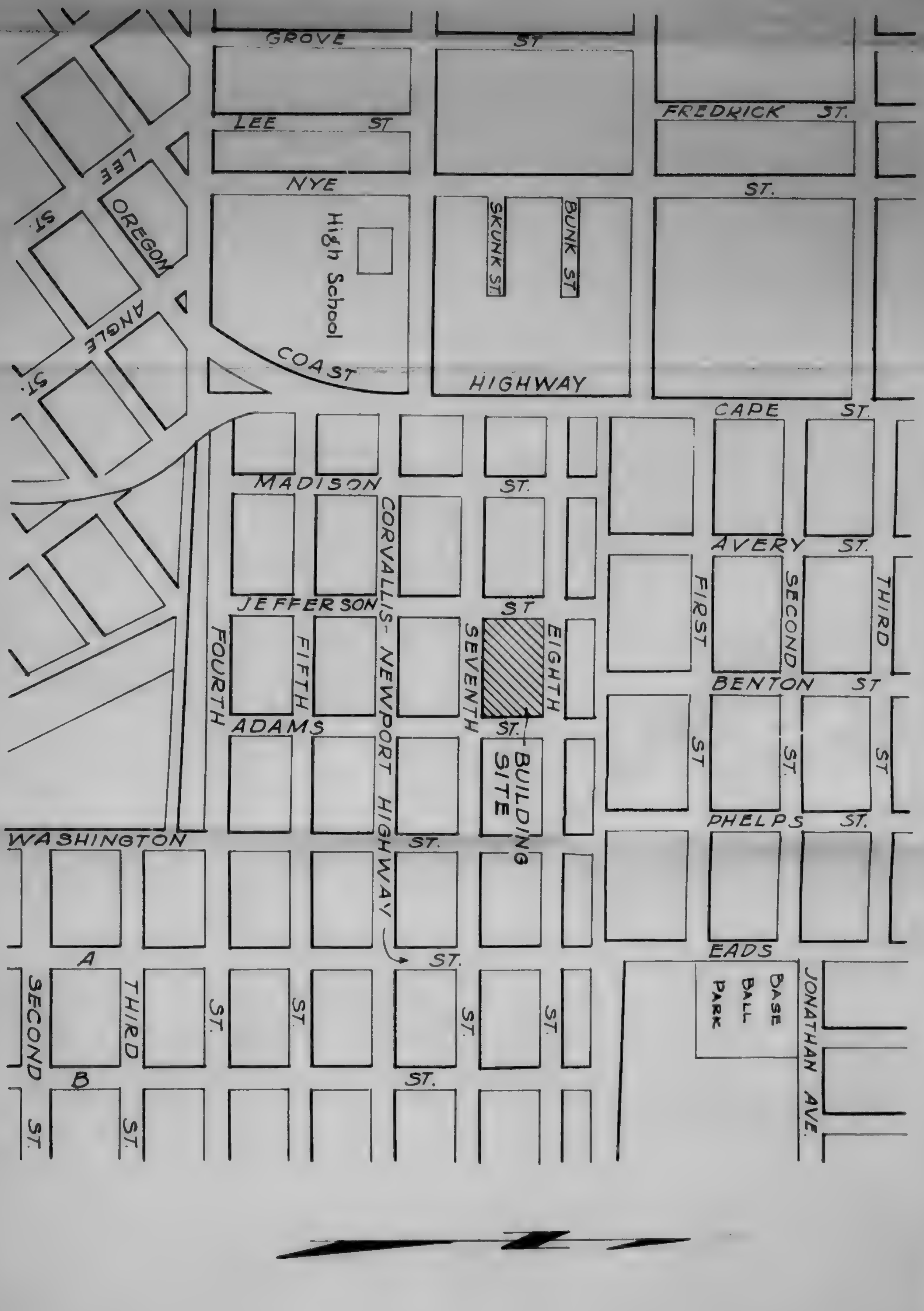
NEWPORT - LINCOLN CO.

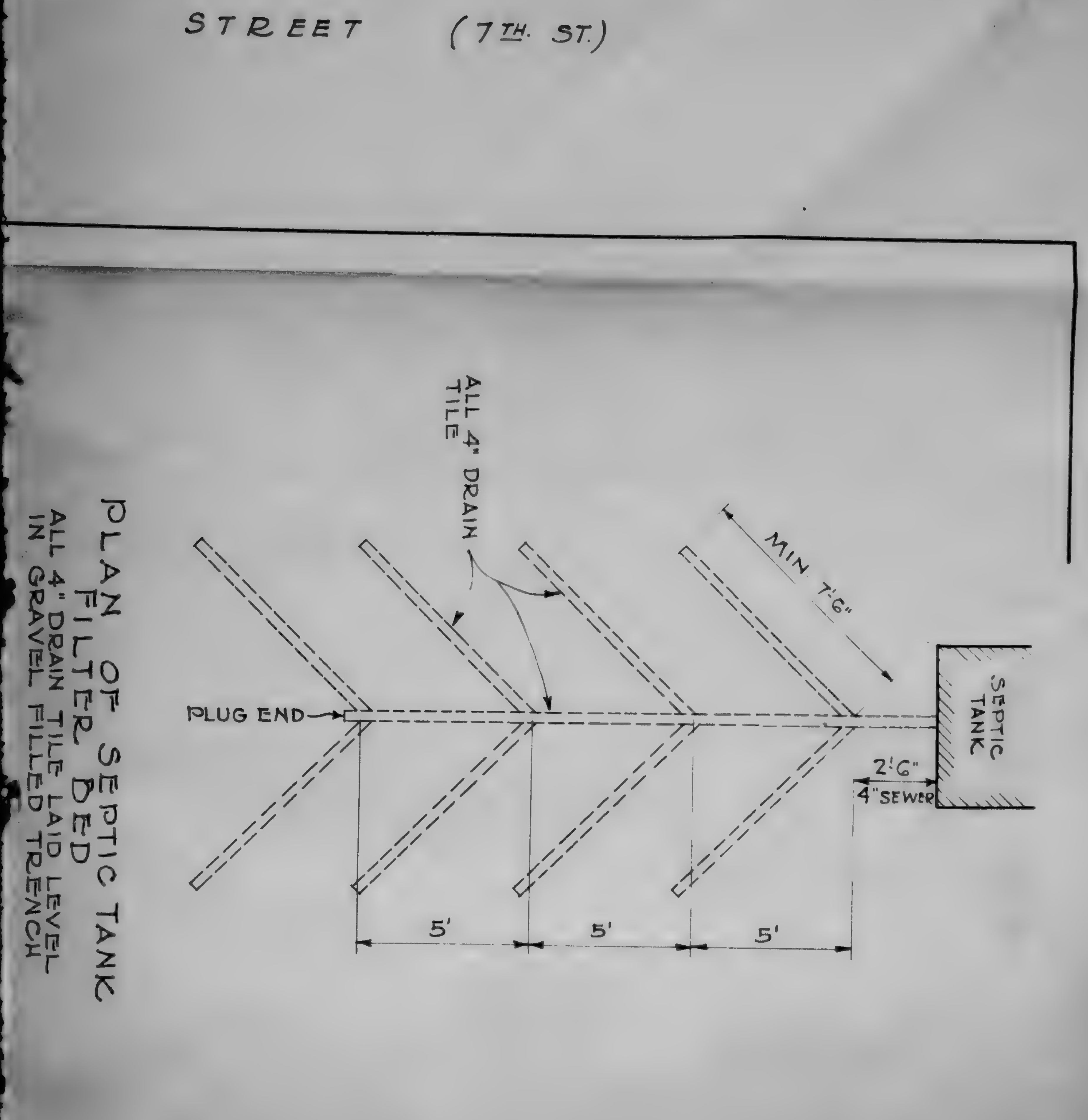
PLOT PLAN

SCALE AS NOTED	DRAWN BY C.C.S.	SHEET 1 OF 9
DEC.14,1940	TRACED BY C.C.S.	JOB NO. 2707
CALC. BK. NO. 180	CHECKED BY	DRAWING NO. 7250

ACCOMPANIED BY DWGS. 7251-2-3-4-5-6-6580 & 3480

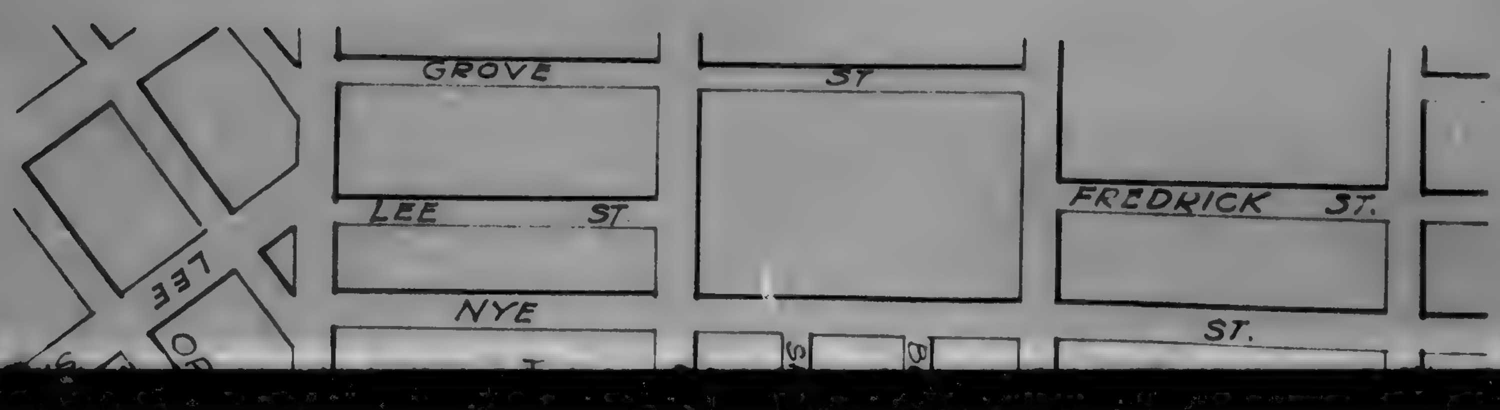
VICINITY MAP
SHOWING PART OF CITY OF NEWPORT
SCALE 1"= 400'

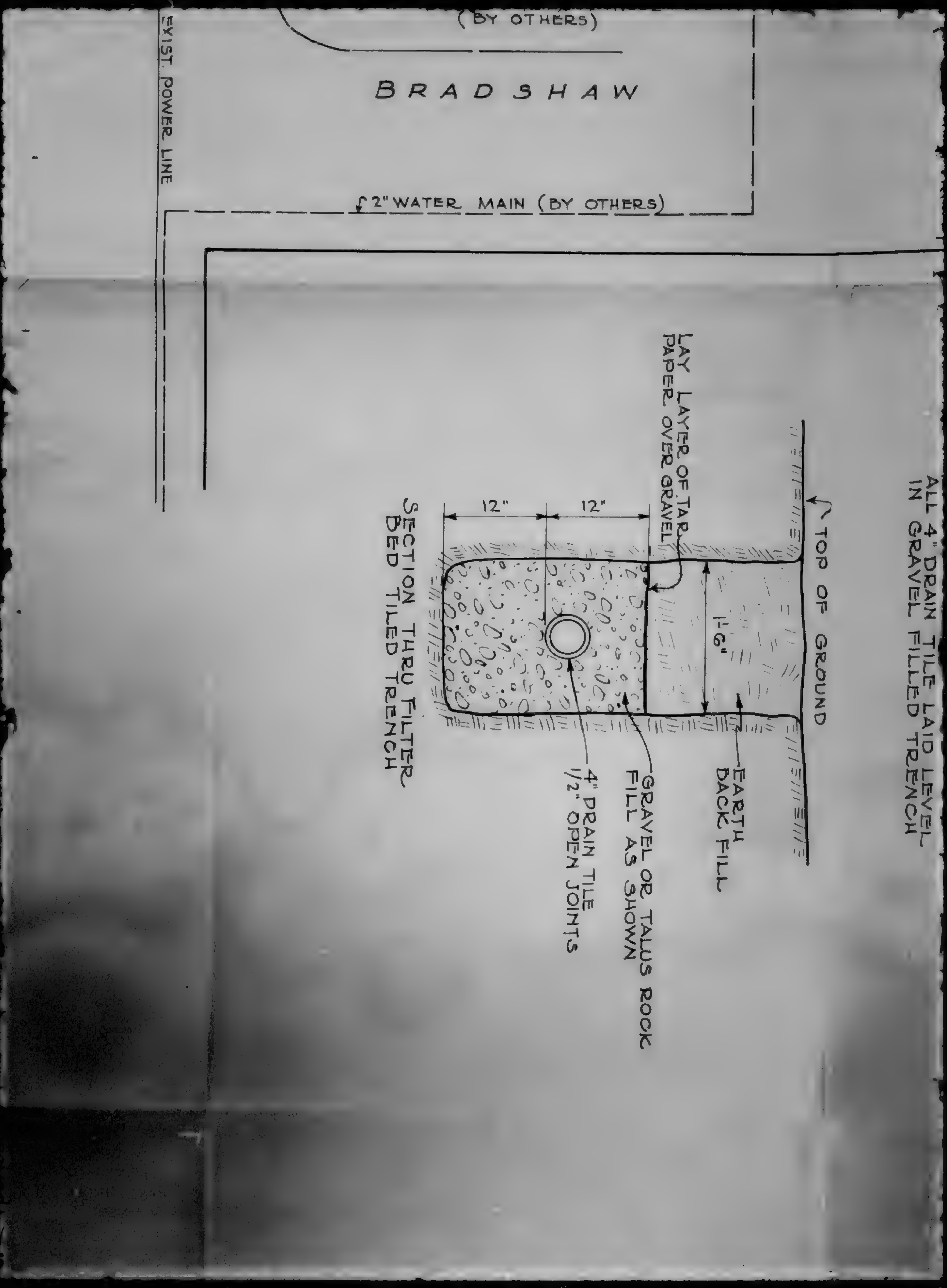


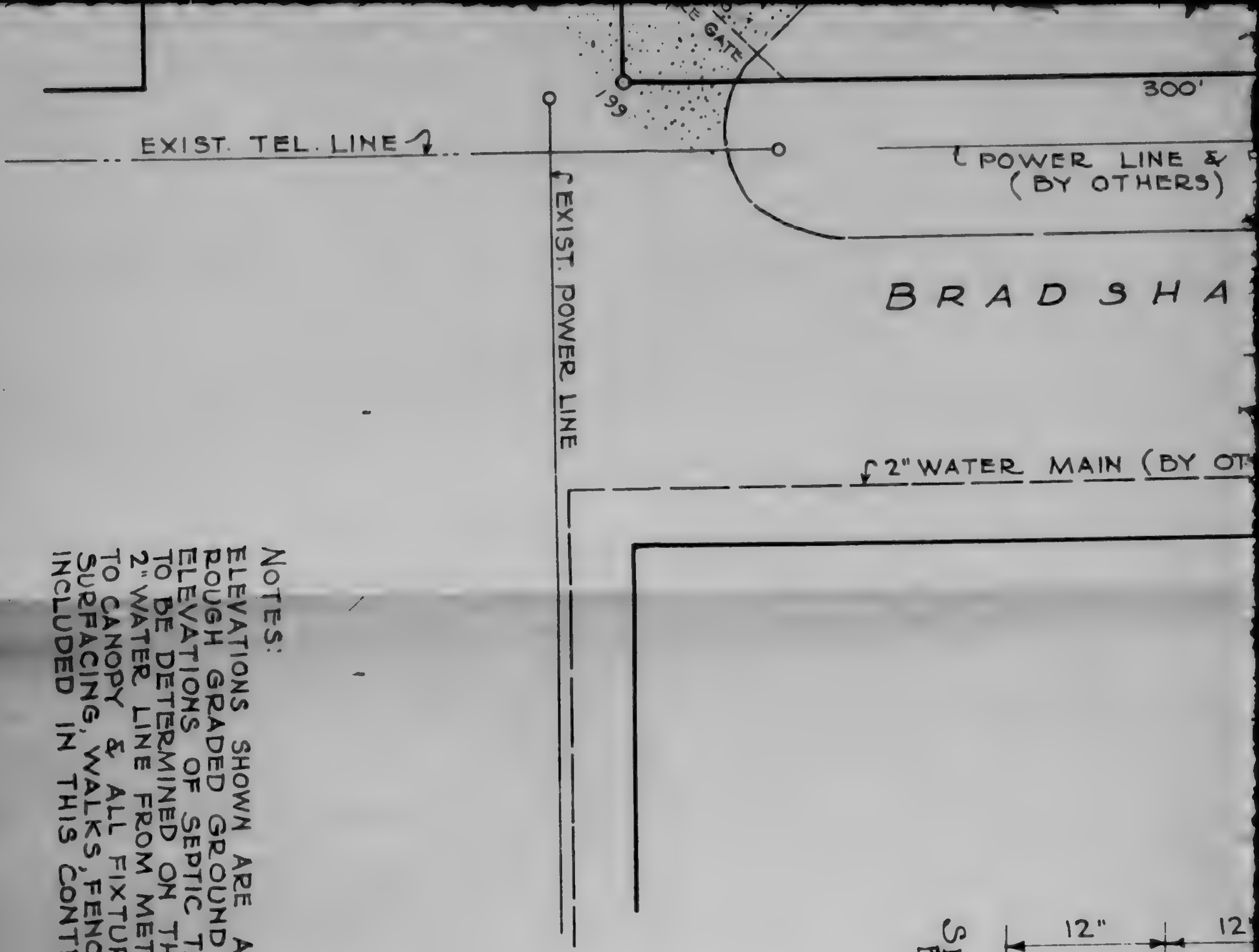


PLAN OF SEPTIC TANK FILTER BED

ALL 4" DRAIN TILE LAID LEVEL IN GRAVEL FILLED TRENCH




(BY OTHERS)
BRADSHAW
EXIST. POWER LINE
℄ 2" WATER MAIN (BY OTHERS)
ALL 4" DRAIN TILE LAID LEVEL IN GRAVEL FILLED TRENCH
TOP OF GROUND
LAY LAYER OF TAR PAPER OVER GRAVEL
12"
12"
1'-6"
EARTH BACK FILL
GRAVEL OR TALUS ROCK FILL AS SHOWN
4" DRAIN TILE 1/2" OPEN JOINTS
SECTION THRU FILTER BED TILED TRENCH



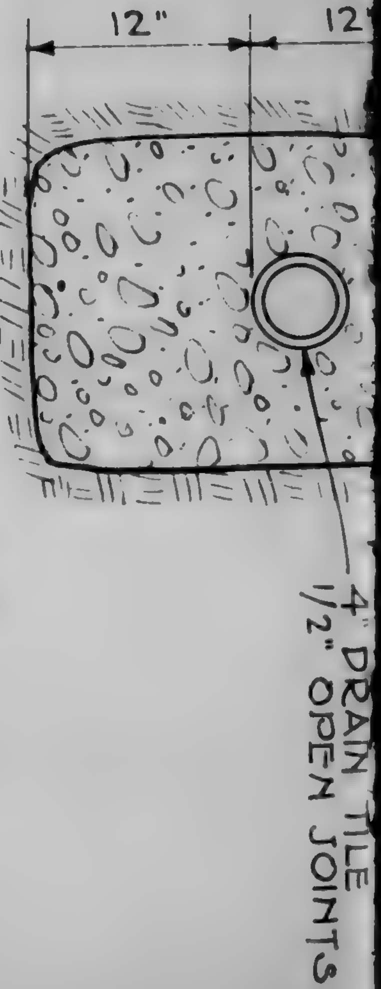
NOTES:

ELEVATIONS SHOWN ARE APPROX. TOP OF EXISTING ROUGH GRADED GROUND.

ELEVATIONS OF SEPTIC TANK, SEWER & WATER LINES TO BE DETERMINED ON THE JOB BY THE ENGINEER.

2" WATER LINE FROM METER TO STANDPIPE & BRANCHES TO CANOPY & ALL FIXTURES INCLUDED IN THIS CONTRACT.

SURFACING, WALKS, FENCING & LANDSCAPING NOT INCLUDED IN THIS CONTRACT.

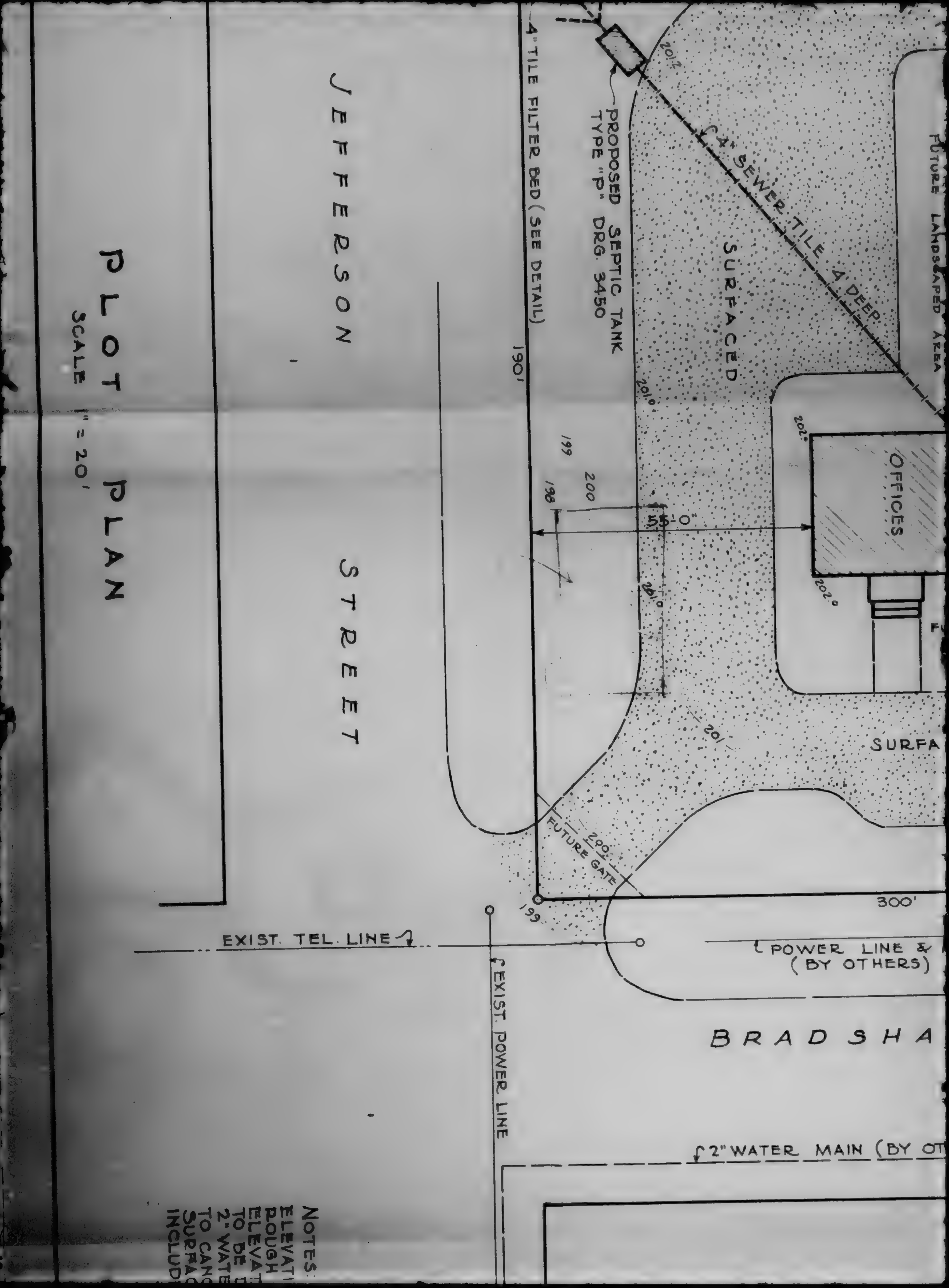


SECTION THRU FILTER BED TILED TRENCH

Appro

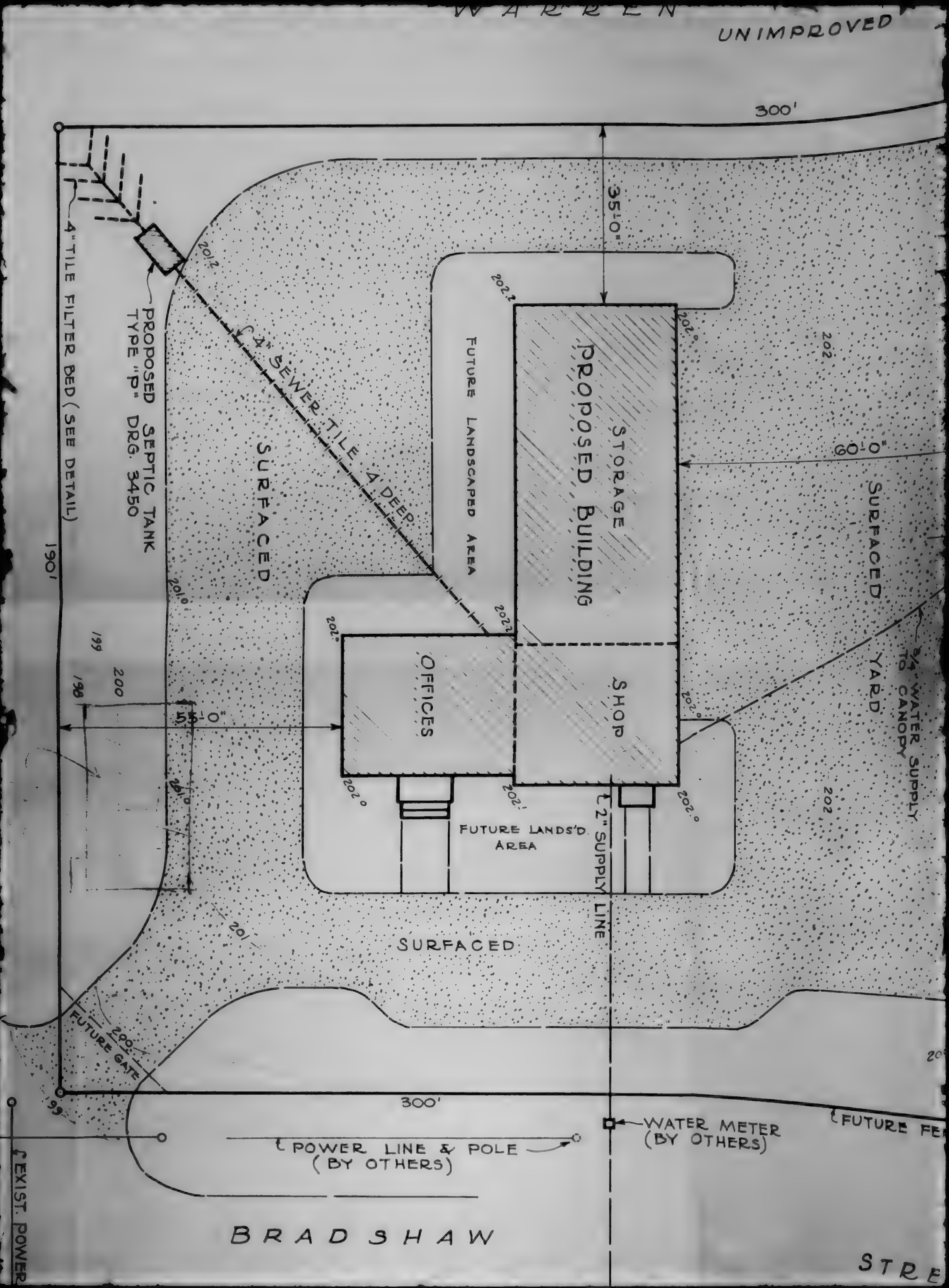
Brid

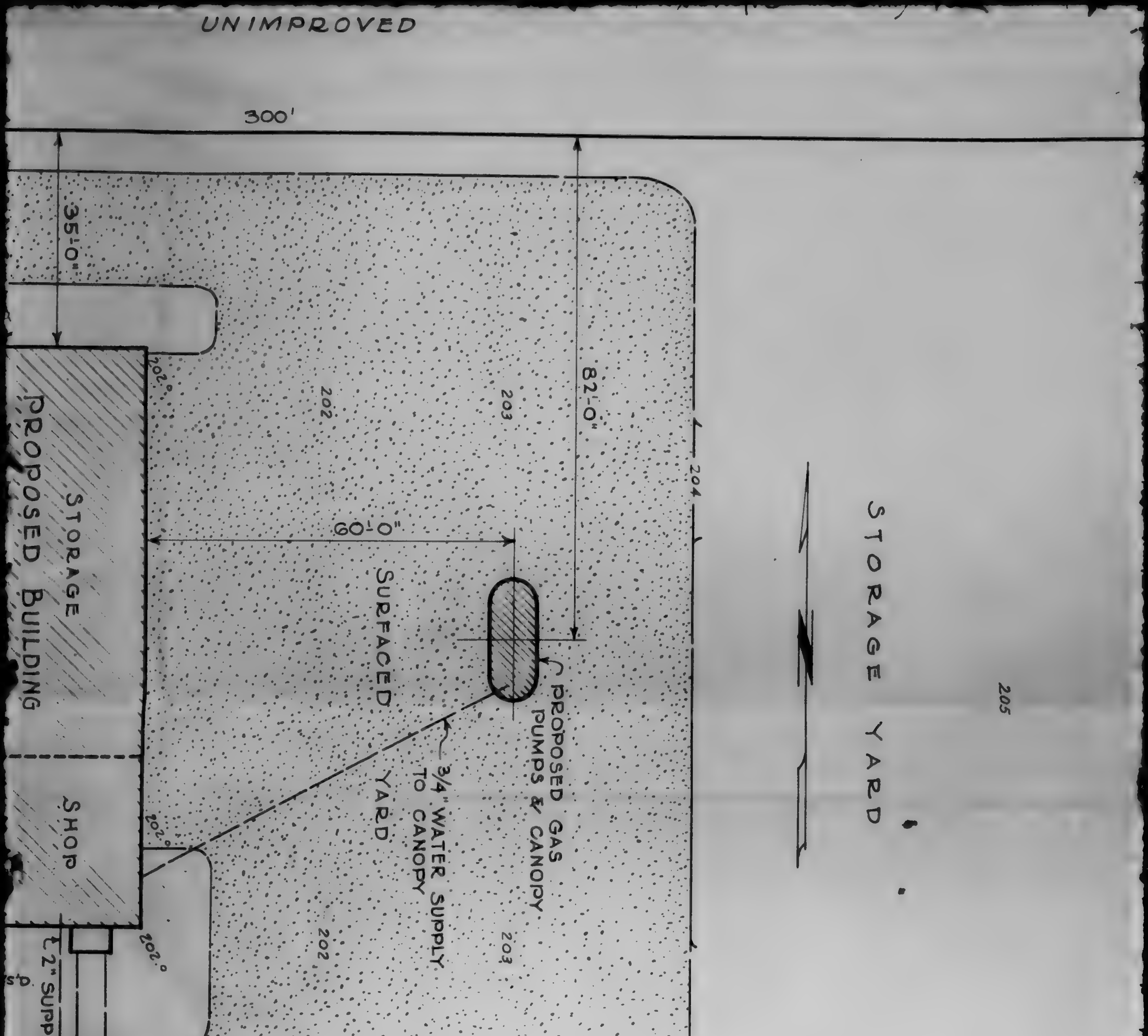
ssis

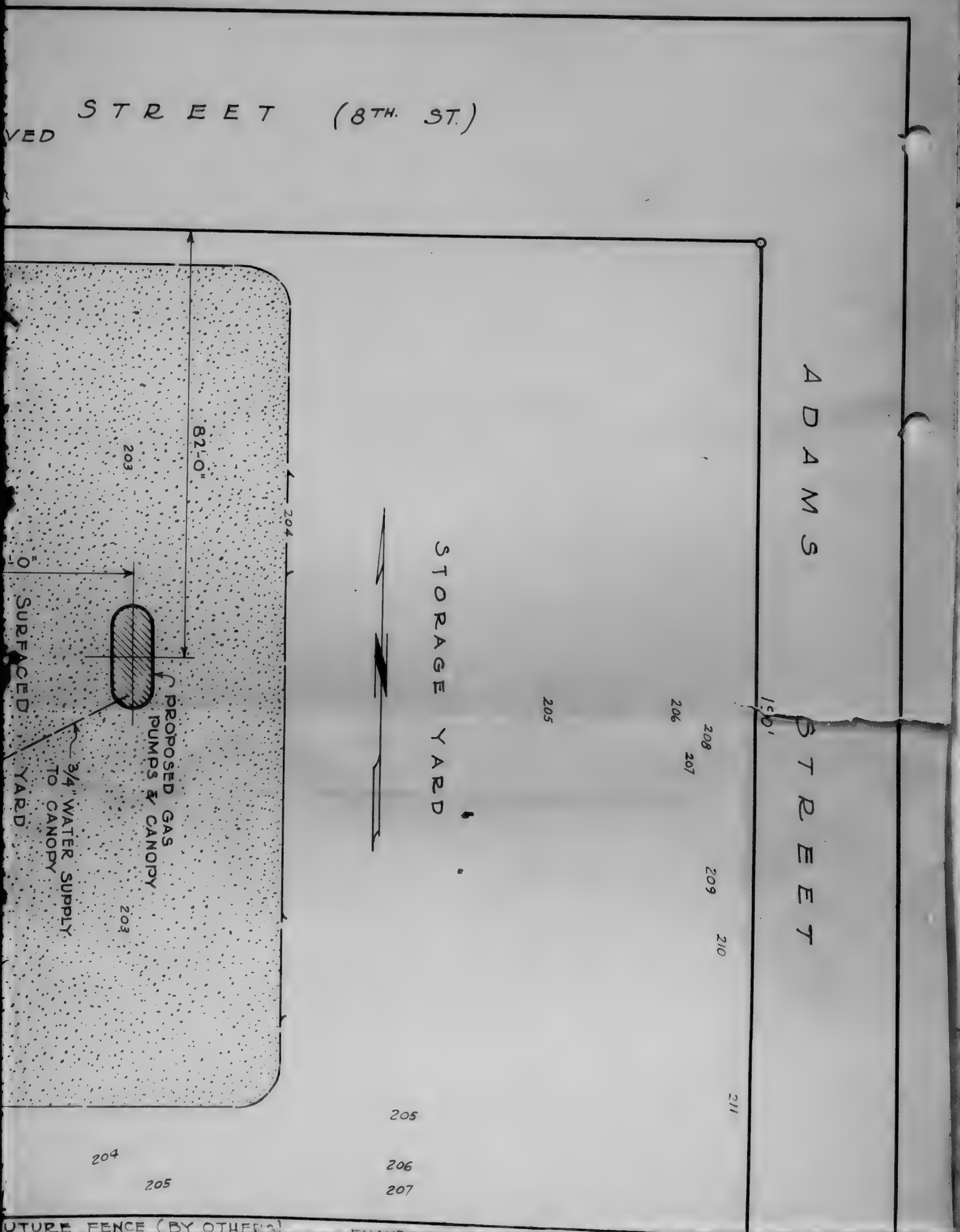


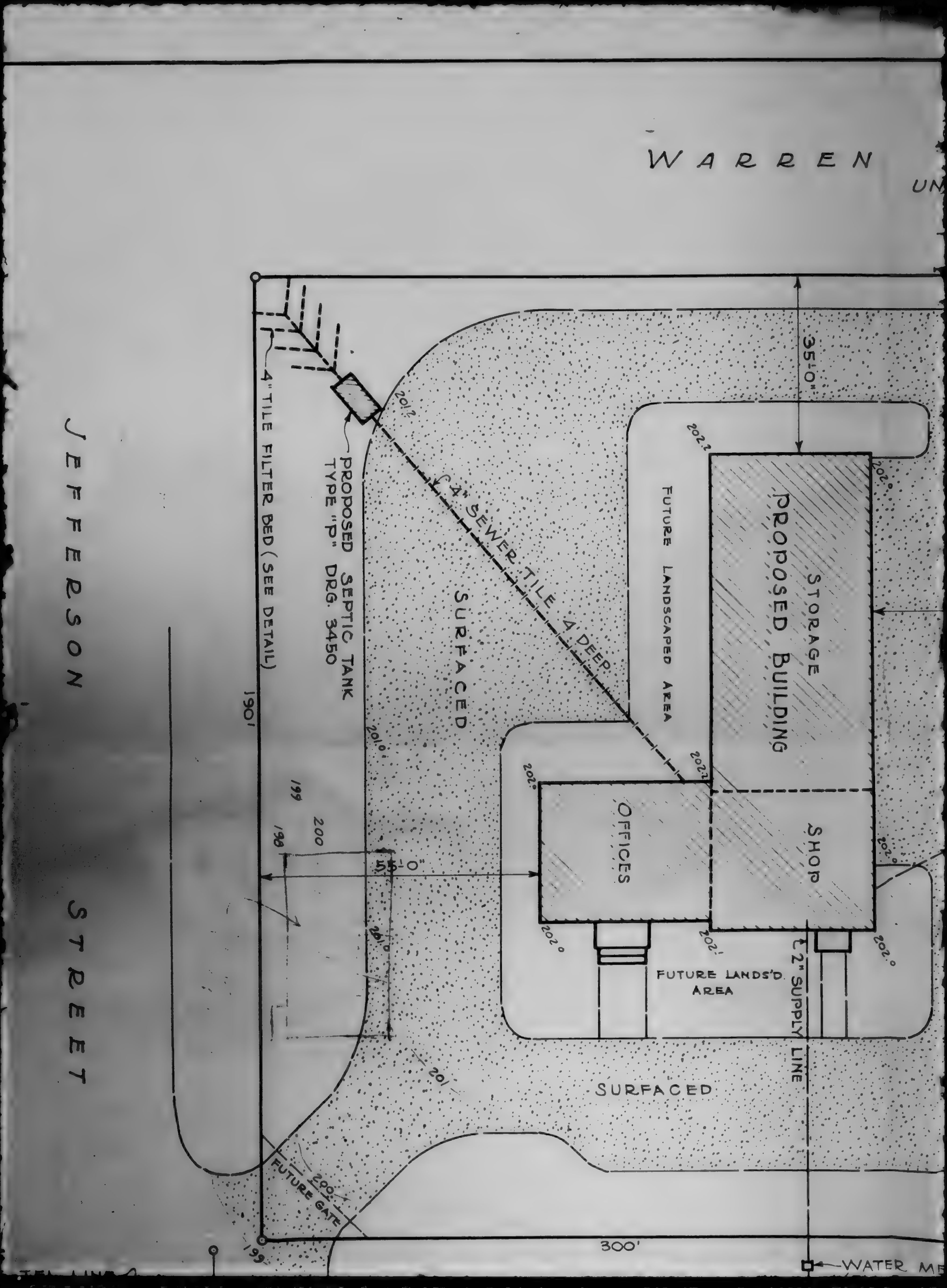
PLOT PLAN

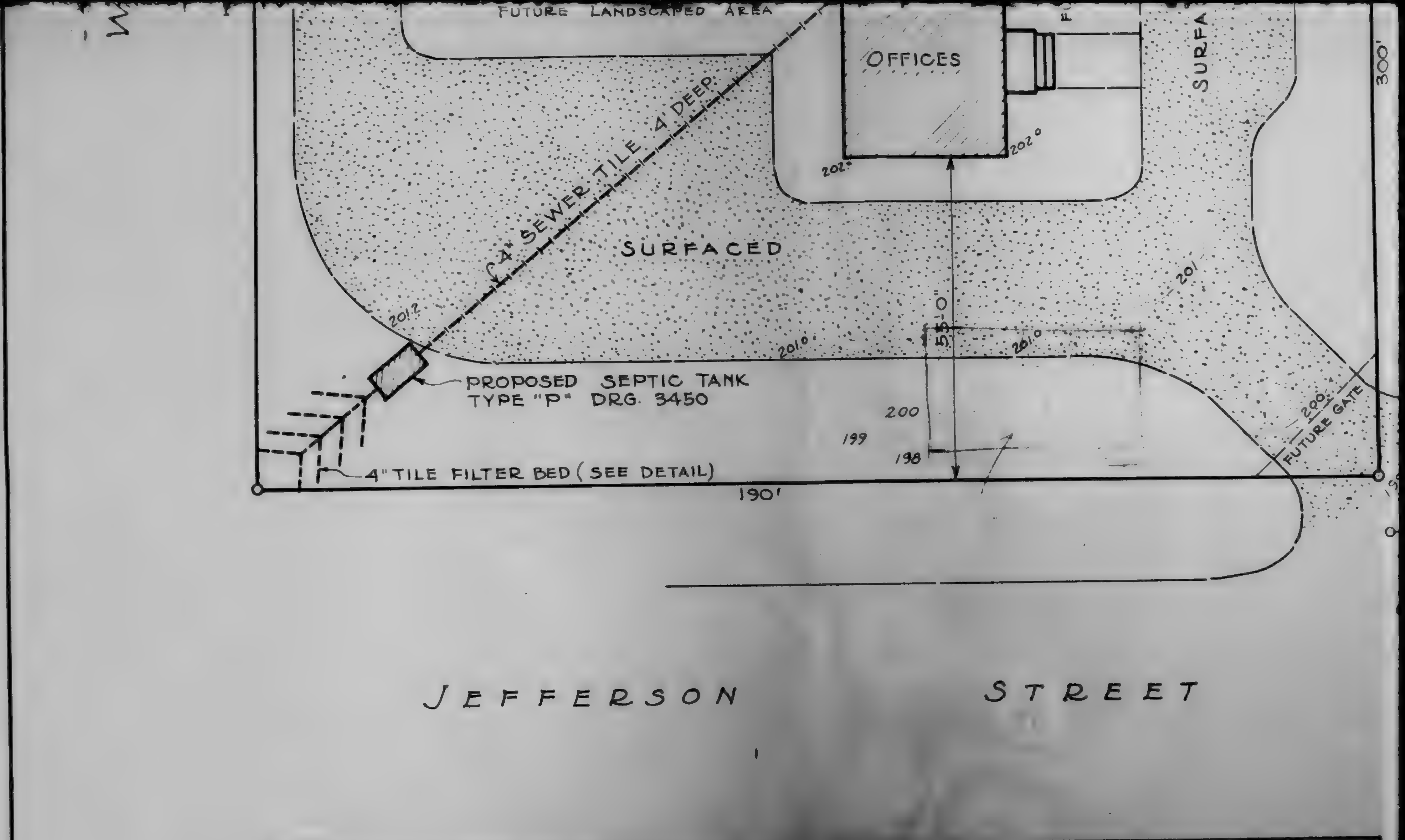
SCALE 1" = 20'


WARREN
UNIMPROVED
300'
35'-0"
PROPOSED SEPTIC TANK TYPE "P" DRG. 3450
4" TILE FILTER BED (SEE DETAIL)
190'
201.2
℄ 4" SEWER TILE 4' DEEP
SURFACED
FUTURE LANDSCAPED AREA
202.2
202.0
STORAGE
PROPOSED BUILDING
202
60'-0"
SURFACED YARD
3/4" WATER SUPPLY TO CANOPY
201.0
202.2
202.0
OFFICES
SHOP
202.0
199
198
200
55'-0"
201.0
202.0
202.1
202.0
202
FUTURE LANDS'D AREA
℄ 2" SUPPLY LINE
201
SURFACED
200
FUTURE GATE
199
300'
WATER METER (BY OTHERS)
℄ FUTURE FE
℄ POWER LINE & POLE (BY OTHERS)
℄ EXIST. POWER
BRADSHAW
STRE


UNIMPROVED
300'
35'-0"
82'-0"
PROPOSED BUILDING
STORAGE
SHOP
202.0
202
203
204
205
206
207
60'-0"
SURFACED YARD
PROPOSED GAS PUMPS & CANOPY
3/4" WATER SUPPLY TO CANOPY
STORAGE YARD
202.0
202
203
2" SUPPLY LINE
FUTURE FENCE (BY OTHERS)
FUTURE GATE
WATER METER (BY OTHERS)
STREET (7TH. ST.)


VED
STREET (8TH. ST.)
ADAMS STREET
STORAGE YARD
82'-0"
-0"
SURFACED YARD
PROPOSED GAS PUMPS & CANOPY
3/4 WATER SUPPLY TO CANOPY
1'-0'
203
203
204
204
205
205
205
206
206
207
207
208
209
210
211
UTURE FENCE (BY OTHERS)


WARREN
UN
JEFFERSON STREET
4" TILE FILTER BED (SEE DETAIL)
PROPOSED SEPTIC TANK TYPE "P" DRG. 3450
℄ 4" SEWER TILE 4' DEEP
SURFACED
FUTURE LANDSCAPED AREA
STORAGE
PROPOSED BUILDING
OFFICES
SHOP
FUTURE LANDS'D. AREA
℄ 2" SUPPLY LINE
SURFACED
FUTURE GATE
35'-0"
55'-0"
190'
300'
201'
202'
202°
201°
202'
202°
202°
202'
202°
201°
199
200
198
201
200
199
WATER ME



PLOT PLAN

SCALE 1" = 20'

130-1045 West Unit, Weston-Weston 1955
Mt. Guardrail Project on
44522 the Weston-Elgin Highway

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

NUMBER 15[illegible]

4521

February 7, 1956

Mr. Vern Hoaglin
43 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from November 30 to December 17, 1955 within which to complete your contract No. 4529, for constructing guard rail on West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

W. S. Hodge,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)		(EST. NO.)	(CONTRACTOR)
4529	[illegible] [illegible]	4-Final	Vern Houglin

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1558	R-142134	$ 847.48	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to Dec. 17, 1955

Completion Date: Dec. 11, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 9 1956
Ruth Rawlings

RECEIVED
JAN 30 1956
FOR FILING

130-045
45-1

January 26, 1956

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4529 for constructing guardrail on West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County was completed by the contractor, Vern Hoaglin, on December 11, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $847.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,938.28, of which amount $347.48 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
DEC 30 1955
FOR FILING

[illegible]
4529

December 30, 1955

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vern Hoaglin on contract No. 4529, for guardrail on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

This payment, in the amount of $1,271.98, will be released to the contractor on or after January 9, 1956. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

[illegible]

[illegible]:gl

NOTED ON CARD

6

RECEIVED
DEC 30 1955
FOR FILING

130-1045
4589

December 29, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 7
January 26-27 Meeting

Gentlemen:

Herewith is a request from Vern Hoaglin for an extension of time on the West Unit, Weston-Weston Mountain Section, Contract No. 4589, from November 30, 1955 to December 17, 1955.

Unseasonably cold weather and snow at the latter end of the contract period slowed up the contractor so that he could not paint the guardrail.

A 17-day overrun has caused no inconvenience nor added expense, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

FC: er

RECEIVED
DEC 30 1955
FOR FILING

130-1045
4529

8

December 29, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 7
January 26-27 Meeting

Gentlemen:

Herewith is a request from Vern Heaglin for an extension of time on the West Unit, Weston-Weston Mountain Section, Contract No. 4529, from November 30, 1955 to December 17, 1955.

Unseasonably cold weather and snow at the latter end of the contract period slowed up the contractor so that he could not paint the guardrail.

A 17-day overrun has caused no inconvenience nor added expense, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

FS: er

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #10 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 17, 1955

Section West Unit, Weston-Weston Mt.

Kind of work Guard Rail

Highway Weston-Elgin

Section prefix 130-1045

Contractor Vern Hoaglin

Contract number 4529

Date of contract Sept. 22, 1955

Date of completion November 30, 1955

Date work started Oct. 26, 1955

Estimated date of completion Dec. 11, 1955

Project authorization . . . . $ 15,523.63

Exclusive of Engineering . . . . $ 14,433.95

Per cent of time elapsed 116 %

Estimated cost of completed project, exclusive of engineering . . . . $ 14,178.28

Estimated per cent ~~XXXXXXX~~underrun . . . . 1.8 %

Per cent of contract completed, based on total contract price . . . . . . 100 %

Engineering authorization . . . . $ 1,089.68

Engineering cost to date $ 1,091.06, 100.1 %

Date project was completed Dec. 11, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The guard fence and sight posts were completed and finished Dec. 11.

The Semi-final was sent to La Grande Dec. 16.

NOTED
FORREST COOPER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
DEC 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86365

	Guard Fence	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	5,800				
Total quantities corrected to date	5,825				
Estimated quantities moved or placed to date	5,825				
Average daily quantities	388				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Paint Machine ......, 2 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Pt. fair		
Tuesday	Fair-cool		
Wednesday	Cold fog		
Thursday	Cold fog		
Friday	Snow		
Saturday	Snow		

RECEIVED
NOV 10 1955
FOR FILING

133-1045

4529

October 9, 1955

Mr. Vern Hoaglin
43 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4529, which was awarded to you on September 22 by the State Highway Commission, for guard rail on the West Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 15 1955
FOR FILING

130-1045
4597

Files

AGENDA
NOV 3 1955

5C-6

5C-6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are five copies of an abandonment resolution covering the West Unit, Weston-Weston Mountain section of the Weston-Elgin Secondary Highway No. 330 in Umatilla County. The resolution has been checked in this office and may now be presented to the Highway Commission for adoption.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:[redacted]
Att.

Weston appears in [illegible]

Resolution

RECEIVED
OCT 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

MAP

RECEIVED
SEP 27 1955
FOR FILING

130-1045
4529

September 26, 1955

Vern Hoaglin
446 Bertha-Beaverton Hwy.
Beaverton, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 awarded to you State Highway Contract No. 4529 for West Unit, Weston-Weston Mountain Guardrail Project on the Weston-Elgin Highway, in Umatilla County.

This award was based on your bid of $13,381.00, which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

bm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

BFI-189(18) Divide-Rice Hill Guard- 1955
Rail Project on the
4530 Pacific Hwy.

RECEIVED
1956

FOR FILING

Divide-Rice Hill
Contract No, 4530

October 2, 1956

Prefix: 10-1015-201 (41)
Pacific Highway

FINAL COST ANALYSIS

Guard Rail
T. W. Thomas, Contractor
R. T. Ewen, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	14,227	Lin.Ft.	$ 2.06	$ 2.02	$28,813.52	$29,307.62
PA #1 Realign Guard Rail	112.5	Lin.Ft.	0.50	0.38	43.09	56.25
PA #1 Replace Damaged Rail Sections	5	Each	12.50	12.06	60.31	62.50
PA #2 Transfer Guard Rail	262.5	Lin.Ft.	0.25	0.20	54.15	65.63
PA #3 Paint Transferred Guard Rail	262.5	Lin.Ft.	0.08	0.06	17.09	21.00
PA #3 Guard Rail Post	1	Each	5.50	5.75	5.75	5.50
PA #3 Salvage Sight Post	25	Each	1.00	0.77	19.15	25.00
PA #4 Add'l Allow. for Guard Rail in Slide Area	220	Lin.Ft.	0.50	Included in Metal Guard Rail		100.00
*Force Account						122.26
					$29,013.06	$29,765.76

*State's Portion of Flagging Cost

Gross Revenue Equals	$29,765.76
Total Cost Equals	29,013.06
Net Profit	$ 752.70

Net Profit Equals 2.5% of Gross Revenue

Divide-Rice Hill
Contract No. 4530

Detail of Cost

Labor:						
Labor					$ 5,276.19	
Labor Insurance					480.13	
Health and Welfare					234.55	$ 5,990.87
Materials:						
Guard Rail, inc. Post, Brackets and Rail	14,227	Lin. Ft.	at	$ 1.40	19,917.80	
Guard Rail Sec.	5	Each	"	10.22	51.10	
Concrete Posts	1	Each	"	5.75	5.75	
Paint and Thinner					364.00	20,338.65
Equipment Rentals and Misc. Expense:						
Equipment Rental (Own)					610.00	
Equipment Rental (Hired)					48.68	
Gas, Oil, and Grease					346.65	
Move In Freight					86.50	
Powder and Caps					248.52	
Bond					154.50	
P.L. and P.D. Insurance					26.59	
Misc. Expense					25.00	
Home Office and General Overhead					557.52	2,103.96
Paid Paint. Contractor					579.58	579.58
Total Cost						$29,013.06

Remarks:

This was a "Federal Aid Bond Project", located on the Pacific Highway in Douglas County. The north end of the project was approximately 0.08 mile northerly of the Lane-Douglas County Line, about 6 miles south of Cottage Grove. The south end of the project was approximately 500 feet south of the Rice Hill Junction overcrossing structure near the foot of Rice Hill, about 4.8 miles south of Yoncalla. The overall length of the project was 20.0 miles.

The work to be done under this contract consisted of the installation of approximately 16,750 linear feet of guard rail and the performance of such additional and incidental work called for in the plans and specifications.

The project was bid and awarded to T. W. Thomas on September 23, 1955, and was completed on April 9, 1956.

On October 24, 1955, the contractor's crew, consisting of a foreman and two men, a Fordson tractor with an auger attachment, a flat-bed truck, and a pickup truck, moved in and started work. As the job progressed, the manpower was increased to six.

Progress on the project most of the time was slow due to very bad weather, and not having an auger heavy enough to drill in rock, of which a great deal was encountered.

The contractor, having good supervision and bid prices, was able to realize a small profit.

M. N. Juve
Chief Cost Analyst

By

F. Su net

RECEIVED
JUN 22 1956
FOR FILING

BFI-189(18)

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4530	7 Final	T. W. Thomas	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12525	B-153386	$ 892.97	6/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Francis Cole
ACCOUNTING DIVISION

Specified completion Date: Jan. 31, 1956

Time Extensions: to April 9, 1956

Completion Date: April 9, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JUN 21 1956

NOTED ON CARD

RECEIVED
JUN 8 - 1956
FOR FILING

[illegible]

[illegible]

June 8, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4530 for constructing guard rail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, T. W. Thomas, on April 9 and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $892.97 will be released to the contractor on or after June 18, 1956. The total contract amount is $29,765.76, of which amount $122.26 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
JUN 5 - 1956
FOR FILING

[illegible]
4[illegible]

June 1, 1956

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton, Manager
Portland Claim Division

Gentlemen:

A letter has been received from Pioneer Hardware, Cottage Grove, in which they write as follows:

> "This letter is to advise you that we received a check from Mr. T W Thomas for the amount of $248.52, payment in full, on the 21st day of May 1956. For materials furnished on his job south of Cottage Grove, Oregon."

This letter apparently pertains to a claim filed in our office on May 18, concerning which we notified you on May 22, against Contract No. 4530 for guardrail construction on the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

We provide this information as your Company appears as surety on the Performance Bond furnished with this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mansfield & Company
302 Lewis Building
Portland 4, Oregon

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

NOTED ON CARD
JP

RECEIVED
JUN 5 - 1956
FOR FILING

3FE-189 (18)

4530

June 1, 1956

Pioneer Hardware
737 Main Street
Cottage Grove, Oregon

Attention: Mr. Lloyd H. Griggs

Gentlemen:

Thank you for your letter of May 28 stating that you had received a check from T. W. Thomas in the amount of $248.52, which is payment in full of your claim for materials furnished on Contract No. 4530 for guardrail on the Divide-Rice Hill Section of the Pacific Highway.

The surety and the contractor will be notified that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
jf

PIONEER HARDWARE
HARDWARE, SAWMILL AND LOGGING SUPPLIES
737 MAIN STREET TELEPHONE 21 OR 22
COTTAGE GROVE, OREGON

May 28, 1956

Oregon State Highway Commission
% H B Glaisyer, Secretary
Salem, Oregon

Re: T W Thomas Construction Co.
Bond No. 90-366771

Dear Sir:

This letter is to advise you that we received a check from Mr. T W Thomas for the amount of $248.52, payment in full, on the 21st day of May 1956. For materials furnished on his job south of Cottage Grove, Oregon.

We wish to thank you for your prompt attention in handling this matter.

Very truly yours,

Lloyd H. Griggs
Pioneer Hardware.

LHG/dja
CC: Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

RECEIVED
MAY 29 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]

NOTED ON CARD

Very truly yours,

J. P. Stapleton
Manager

JPS:cs
CC: H. B. Glaisyer
Secretary
Oregon State Highway Commission

RECEIVED
MAY 28 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

PIONEER HARDWARE
HARDWARE, SAWMILL AND LOGGING SUPPLIES
737 MAIN STREET   TELEPHONE 21 OR 22
COTTAGE GROVE, OREGON

May 28, 1956

Oregon State Highway Commission
℅ H B Glaisyer, Secretary
Salem, Oregon

Re: T W Thomas Construction Co.
Bond No. 90-366771

Dear Sir:

This letter is to advise you that we received a check from Mr. T W Thomas for the amount of $248.52, payment in full, on the 21st day of May 1956. For materials furnished on his job south of Cottage Grove, Oregon.

We wish to thank you for your prompt attention in handling this matter.

Very truly yours,

Lloyd H. Griggs
Pioneer Hardware. JJ

LHG/dja
CC: Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

REFERRED TO [illegible]

NOTED ON CARD

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

J. P. Stapleton
Manager

JPS:cs
CC: H. B. Glaisyer ✓
Secretary
Oregon State Highway Commission

RECEIVED
MAY 28 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

May 25, 1956

Pioneer Hardware
737 Main Street
Cottage Grove, Oregon

Re: Principal: T. W. Thomas
Obligee: Oregon State Highway Commission
Bond No.: 90-366771

Gentlemen:

We have been advised by the Oregon State Highway Department that you have notified the department that Mr. T. W. Thomas is indebted to you in the amount of $248.52 plus $8.40 interest for materials and supplies furnished to Mr. Thomas on contract number 4530 for construction on the Pacific highway in Douglas County.

Mr. Thomas advises us that this bill was paid on May 21, 1956 and if this is the case it is requested that you confirm the payment direct with the Highway Department with a copy to us in order that we may so mark our records.

NOTED
H. B. GLAISYER

Very truly yours,

J. P. Stapleton
Manager

JPS:cs
CC: H. B. Glaisyer
Secretary
Oregon State Highway Commission

RECEIVED
MAY 28 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAY 28 1956
FOR FILING

[illegible]

4530

May 25, 1956

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. W. Thomas on contract No. 4530, for constructing guardrail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County. This payment, in the amount of $2,534.65, will be released to the contractor on or after June 4, 1956. The retained percentage is $892.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 23 1956

FOR FILING

May 22, 1956

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. J. P. Stapleton, Manager
Claim Division

Gentlemen:

A letter has been received from Pioneer Hardware, 737 Main Street, Cottage Grove, advising that T. W. Thomas owes them $248.52 plus $8.40 interest for materials and supplies furnished to Mr. Thomas in connection with what appears to be our Contract No. 4530 for construction of the guardrail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

We provide this information as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mansfield & Co.
302 Lewis Building
Portland 4, Oregon

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

RECEIVED
MAY 28 1956
FOR FILING

[illegible]

4530

Lewis

May 22, 1956

Pioneer Hardware
737 Main Street
Cottage Grove, Oregon

Attention: Mr. Lloyd H. Griggs

Gentlemen:

This is to acknowledge your letter of May 18 concerning a claim you have against T. W. Thomas Construction Company on what appears to be our Contract No. 4530 for construction of guardrail on the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

The Maryland Casualty Company, 302 Lewis Building, Portland 4, furnished the bond with this contract, which bond is provided to assure completion of the contract and payment of all bills insurred in it. The contract was completed April 9, 1956 but to date has not been accepted by the Commission.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

737Main Street
Cottage Grove, Oregon
May 18, 1956

Contract
4530

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock

Gentlemen:

The T. W. Thomas Construction Co., 10248 N. E. Holiday Street, Portland 16, Oregon, had the contract with the Highway Commission to place guard rails on the Anlauf-Rice Hill section of Highway No. 99. They opened an account with us in October, 1955, on which they have made no payments to date. Their bill now amounts to $248.52, plus $8.40 interest.

I am wondering if you could send us the name of the bonding company carrying their bond so that our attorney can file suit against them. I have written the T. W. Thomas Construction Co. numerous letters and even talked with them on the telephone, but have received no satisfaction from them.

Our store has always enjoyed serving the various contractors who have worked for the Highway Commission in this area. This firm is the first deadbeat we have run into in all our years of business. We understand the T. W. Thomas Construction Co. has a contract to do work between Goshen and Cottage Grove which will begin in a fewweeks.

Thank you for any assistance you can give us.

Very truly yours,

PIONEER HARDWARE

By Lloyd H Griggs
Lloyd H. Griggs

LHG:jg

cc - T. W. Thomas Construction Co.

NOTED ON CARD

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1956

Section Divide - Rice Hill
Kind of work Guard Rail
Highway Pacific
Section prefix 10-1015
Contractor T. W. Thomas
Contract number 4530
Date of contract September 25, 1955
Date of completion January 31, 1956
Date work started October 24, 1955
Estimated date of completion April 9, 1956
Project authorization $34,762.50
Exclusive of Engineering $32,290.50
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $29,773.23
Estimated per cent overrun or underrun . . . . - 7.8 %
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering authorization $2,472.00
Engineering cost to date $2,356.61, 95.53 %
Date project was completed April 9, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The XXXXX Semi-final estimate for this contract was submitted to the division office on Thursday of this week. This will be the last weekly report submitted on this project.

The survey crew assigned to this office has been working in Grants Pass this week for Mr. G. L. Roberts. Prefix 117-1453.

The field office crew has been working on Typical Sections along the Umpqua River for report to U.S. Engineers concerning river encroachments, and required permits. These sections were submitted to the division office on Thursday of this week.

Additional R/W descriptions are being prepared for Slide Areas on the Dean Creek - Reedsport Section. These descriptions are pending a field check of the Slide extremities.

Mr. Billy D. Haldeman, Draftsman, resigned effective May 1, 1956. Request for certification for draftsman has been submitted.

RECEIVED
MAY 7 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. D. ASBURY

NOTED
C. E. PAULSEN

Signed Robert T. Ewen Res. Engr.
Address P.O. Box 308, Yoncalla

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
W. T. WRIGHT

NOTED
L. H. Young

	Guard Rail ~~GRADING~~ Lin. Ft.	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Lin. Ft. ~~Miles~~ in project	15,000				
Miles partially completed	14,227				
~~Miles~~ completed	14,227				
Total estimated quantities (contract)	15,000				
Total quantities corrected to date	14,227				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		Job Completed
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Showers		
Friday	"		
Saturday	"		

FORM [illegible] REVISED [illegible]

2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAY 4 - 1956
FOR FILING

[illegible]
[illegible]

May 3, 1956

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from January 31 to April 30, 1956 within which to complete your contract No. 4530, for Divide-Rice Hill Guard Rail on Pacific Highway in Douglas County. The extension was granted to April 9, 1956, the completion date of the contract.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

Tom Edwards,
Division Engineer

Robert Ewen,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
APR 21 1956
FOR FILING

[illegible]

[illegible]

April 24, 1956

Request for extension of time
No.
April 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from T. W. Thomas for an extension of time on the Divide-Rice Hill Section, Contract No. 4530, from January 31, 1956 to April 30, 1956.

Because of a major fire at the Collins Concrete and Pipe Company of Portland, the contractor was unable to secure all the materials necessary to complete this project on time; also, inclement weather prevented final painting on the rail until the fore part of April. This project was actually completed on April 9, and I recommend the extension to and including that date, without penalty.

Mr. C. C. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Forrest Cooper

EAP:of hi

RECEIVED
APR 18 1956
FOR FILING

[illegible]
4530

April 17, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Divide-Rice Hill Contract No. 4530, Oregon BFI-189 (18), from January 31, 1956 to April 9, 1956, to T. W. Thomas, contractor.

Because of a fire at the Collins Concrete and Pipe Company in Portland, the contractor was unable to secure all the materials necessary to complete this project. Also, inclement weather prevented final painting on the rail until the forepart of April.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EAP:ef

cc to: Forrest Cooper

RECEIVED
APR 17 1956
FOR FILING

BFI-189 (18)
4530

April 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 9, 1956, on Contract No. 4530, Divide-Rice Hill (Guard Rail) Section, in Douglas County, in connection with Federal Aid Project No. BFI-189(18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BWP:im

cc: John Cattrall

Form PR 8 (Revised 1950)

CPR8-1915

State Oregon

Project No. BFI-189(18)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of May, 1955, a program, which was approved on the 1st day of July, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of thirty-eight thousand and 00/100 dollars ($38,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorised)

~~[illegible]~~

Authorised by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 1056+80 and 1050+27.4 east of Drain and Yoncalla,

, length 19.798 miles, in Douglas County,

being Oregon project No. RFI-189(18), consisting of 19.798 miles of

roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **thirty-eight thousand and 00/100** dollars ($**38,000.00**), which does not exceed the authorized Federal pro rata share of **sixty-two thousand, nine hundred sixty-four and 00/100** dollars ($**62,964.00**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870-5 A4.62

Oregon State Highway Department

Federal Aid
Project No. BFI-109(18)

DIVIDE-RICE HILL SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, November 7, 1955

Type Code X007
Fencing and Guardrail (Sta. 1056+80 thru Equa. 1061+03.93= 0+00 to Sta. 1050+27.40) (Contract No. 4538)

Fencing

4,300 rod	Type 2 Fence	$ 4.20	$ 18,060.00
750 rod	Type 3 Fence	9.60	7,200.00
6 only	14' x 50" Metal Gates	80.00	480.00
2 only	14' x 58" Metal Gates	100.00	200.00
4 only	20' x 50" Double Metal Gates	100.00	400.00
			$ 26,340.00

Guardrail (Contract No. 4530)

15,000 lin. ft.	Metal Guard Rail	$ 2.06	$ 30,900.00
			$ 30,900.00
	Subtotal		$ 57,240.00
	10% Engr. & Cont.		5,724.00
	Total		$ 62,964.00

Length Fencing & Guardrail Project	19.798 Miles
Length of 14 Structures	0.201 Mile (Exceptions)
Total Length	19.999 Miles

Cost per Mile $3,108.92

Federal Funds -	$ 38,000.00
State Funds -	24,964.00
	$ 62,964.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.

State Funds for Maint: Chap. 529, Laws 1939.

A

Oregon State Highway Department

Federal Aid
Project No. BFL-189(18)

DIVIDE-RICE HILL SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1955

Type Code Y007
Fencing and Guard Rail (Sta. 1056+80 Thru Equa. 1061+03.93=0+00 to Sta. 1050+27.40)

Fencing			
4,300 Rods	Type 2 Fence	$3.50	$15,050.00
750 Rods	Type 3 Fence	8.50	6,375.00
6 Only	14' x 50" Metal Gates	60.00	360.00
2 Only	14' x 58" Metal Gates	70.00	140.00
4 Only	20' x 50" Double Metal Gates	70.00	280.00
			$22,205.00
Guard Rail			
15,000 lin. ft.	Metal Guard Rail	2.25	33,750.00
			$33,750.00
	Subtotal		55,955.00
	10% Engr. & Cont.		5,595.50
	Total		$61,550.50

Length of Fencing & Guard Rail Project	19.798 Miles	
Length of 14 Structures	0.201 Miles	(Exceptions)
Total Length	19.999 Miles	
Cost Per Mile	$3,108.92	

Federal Funds.. $38,000.00

State Funds.. 23,550.50

$61,550.50

B

RECEIVED
NOV 15 1955
FOR FILING

BFL-189(18)
453

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 24, 1955, on Contract No. 4530, Divide-Rice Hill Section, in Douglas County, in connection with Federal Aid Project No. BFI-189(18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

RECEIVED
NOV 2 1955
FOR FILING

BF1-184 (18)
4530

November 2, 1955

Mr. T. W. Thomas
10248 N. E. Holladay St.
Portland 16, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4530, which was awarded to you by the State Highway Commission on September 23, covering guard rail construction on the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 27 1955
FOR FILING

PFI-1(10)
45 [illegible]

September 26, 1955

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 awarded to you State Highway Contract No. 4530 for Divide-Rice Hill Guardrail Project on the Pacific Highway south of Cottage Grove in Douglas County.

This award was based on your bid of $30,900 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
- H. G. Smith
- S. H. Probert
- R. G. Savage, SIAC
- P. M. Stephenson

RECEIVED
SEP 28 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 23, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4530 for Oregon Project BFI-189(18), Divide-Rice Hill Section (Guard rail) of the Pacific Highway to T. W. Thomas of Portland, Oregon, low bidder in the amount of $30,900.00 at the September 23, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

1104

RECEIVED
SEP 30 1955
FOR FILING

BFT-183 (18)
4530

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Sir:

As all moneys allotted to the Divide-Rice Hill Section have been used, it will be necessary to ask the Commission to make an allotment for the guard rail construction for which bids are to be received on September 22.

The estimated cost is $38,000. The money would best be allotted from Bond Funds.

Very truly yours,

S. H. Probert

S. H. Probert
Office Engineer

SHP:ia

RECEIVED
SEP 16 1955
FOR FILING
OREGON DISTRICT

BFI-189(18)

4-3A

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-189(18), Divide-Rice Hill Section (Fencing and Guard Rail) of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. Bester
A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 1 1955
STATE

21-3333 Depoe Bay Building 1955

#4531

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

RECEIVED
OCT 10 1956
FOR FILING

[illegible]

4531

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 9, 1956

Mr. John Helstrom
1470 Franklin St.
P. O. Box 385
Astoria, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from May 31, 1956, to the date of completion, June 30, 1956 within which to complete your contract No. 4531, for constructing the Depoe Bay Building in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 12 1956
FOR FILING

21-3333
4531

September 11, 1956

Request for extension of time
No. 16
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Depoe Bay Building in
Lincoln County
Contract No. 4531

John Holstrom, contractor on the Depoe Bay Building in Depoe Bay, Oregon, has requested an extension of time from May 31, 1956, to the date of completion, June 30, 1956, in which to complete the project.

The contractor was delayed by the necessity of making several changes in order to accommodate the concessionnaire. He was also delayed by the non-arrival of some electrical and plumbing fixtures.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

PHB/mm

Attached

06

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1956

SUBJECT: Extension of Time for
Depoe Bay Building construction

To:
Mr. P. M. Stevenson
Bridge Engineer
OFFICE

Herewith for your approval, a request for extension of time for the Depoe Bay Building construction on the Oregon Coast Highway in Lincoln County, contract No. 4531. The reasons given by the contractor in this request are essentially correct and we recommend the extension be granted without penalty.

J. D. Walker
Division Engineer

By F. T. Lacey
F. T. Lacey
Division Office Engineer

FTL/jh

Encl.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

6-30-56

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 10, 1956

1-3332
#4531

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4531	9-Final	John Helstrom	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19467	H-160597	$ 8,234.54	9/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: to June 30, 1956

Completion Date: June 30, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-3-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD
F1

RECEIVED
AUG 31 1956
FOR FILING

21-3333

4531

August 31, 1956

CERTIFIED MAIL

Federal Insurance Company
Martin Knutsen & Son
189 12th Street
Astoria, Oregon

Gentlemen:

State Highway Contract No. 4531 for constructing the Depoe Bay Building in Lincoln County was completed by the contractor, John Helstrom, on June 30, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $8,234.54 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $78,257.78 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Bonding Department
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
FEB 6 1956
FOR FILING

21 [illegible]

4531

February 2, 1956

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

The building at Depoe Bay is coming along very nicely. The building walls have been placed. The retaining wall around the area is complete. The contractor is putting on the roof and doing the rough plumbing. The job is at least up to schedule as far as time is concerned.

It is too early to form any opinion as to the appearance of the building as, like all construction jobs, it is quite messy now. I have no doubt, however, but that it will look like the perspective drawings that we showed you when the project was authorized, and I believe it will have a very pleasing appearance and be well received by all of the people at Depoe Bay and by those who drive over the highway. As you know, we expect to have this ready for use by the next tourist season.

Respectfully,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

RECEIVED
FEB 6 1956
FOR FILING

[illegible]

4531

February 2, 1956

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

The building at Depoe Bay is coming along very nicely. The building walls have been placed. The retaining wall around the area is complete. The contractor is putting on the roof and doing the rough plumbing. The job is at least up to schedule as far as time is concerned.

It is too early to form any opinion as to the appearance of the building as, like all construction jobs, it is quite messy now. I have no doubt, however, but that it will look like the perspective drawings that we showed you when the project was authorized, and I believe it will have a very pleasing appearance and be well received by all of the people at Depoe Bay and by those who drive over the highway. As you know, we expect to have this ready for use by the next tourist season.

Respectfully,

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

b

Memorandum *from* Reynolds Insurance Agency • La Grande, Oregon

1-31-56

Dear Glen:

I am not concerned but very much interested in contract no. 4531 being the Depot Bay building. How is it coming along and is it going to exceed our expectations as to appearances, etc. ?

Sincerely

Chas.

RECEIVED
FEB 2 1956
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4531, which was awarded to you by the State Highway Commission, for constructing Depoe Bay Building in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 12 1955
FOR FILING

21-3333
4531

October 11, 1955

John Helstrom, Contractor
1470 Franklin St.
P. O. Box 385
Astoria, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4531, which was awarded to you by the State Highway Commission, for constructing Depoe Bay Building in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 27 1955
FOR FILING

21-3233
4531

September 26, 1955

Mr. John Helstrom
P. O. Box 365
Astoria, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 awarded to you State Highway Contract No. 4531 for construction of concrete rest room and concession building at Depoe Bay in Lincoln County.

This award was based on your bid of $75,046 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. S. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
AUG 3 ..5

FOR FILING

Misc
Parks

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 26, 1955

Mr. John H. Hall
Attorney at Law
704 N. Coast Highway
Newport, Oregon

Dear Mr. Hall:

I have a copy of your letter addressed to Mr. R. H. Baldock, State Highway Engineer, as well as his answer to you in which he asked that I give you such information as we now have.

I might say the Highway Commission has approved the construction of a concession building at Depoe Bay. It is now in the process of design and will soon be ready for construction. Bids will be asked for this installation, and probably will not be ready for use until early next summer, at which time the Commission will call for bids on the concession, including the care of the restroom facility. I am sure your client will be able to obtain the information on this proposed concession operation when it is advertised.

I hope the above covers the points which you have in mind.

Very truly yours,

C H Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:dk

cc R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
AUG 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1955
FOR FILING

21-3333
4531

August 23, 1955

Mr. John H. Hall
Attorney at Law
704 W. Coast Highway
Newport, Oregon

Dear Mr. Hall:

I have your letter of August 18 concerning the recreational facilities which the Commission has authorized for the Depoe Bay State Park.

The details of these park matters are handled by Mr. Chester H. Armstrong, State Parks Superintendent, with offices here at Salem. I am asking him to write you giving such information as we now have. We anticipate putting this project under construction in the near future, but it probably will not be completed before next spring.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Chester H. Armstrong
Mr. G. S. Paxson

GSP:gm

Salem, Oregon
August 23, 1955

Mr. C. H. Armstrong

I would suggest that you write Mr. Hall and give him such data as you think fit concerning his request for information on the Depoe Bay facilities.

R. H. Baldock

GSP:gm

TELEPHONE
[illegible]

JOHN H. HALL
ATTORNEY AT LAW
704 N. COAST HIGHWAY
NEWPORT, OREGON

August 18, 1955

Mr. R. H. Baldock,
Highway Commission,
Salem, Oregon.

Dear Sam:

I have a client in Depoe Bay, Oregon who has asked me to inquire about the proposed recreational facility to be erected by the highway commission at Depoe Bay.

He is particularly interested in the concessions. At present he is operating a variety store at Depoe Bay and has also had considerable experience in restaurant and other types of business.

We would like to find out how a person situated as he is could apply for a concession at the proposed development. I assume the authority rests with the commission. Is it on a contract or bid basis, and is the rental for the concession on a monthly or percentage basis. We are entirely in the dark with respect to procedural methods and any information you can give me on the subject will be appreciated.

Sincerely,

h/h

John H. Hall

REFERRED TO
Mr. Paxson
By State Highway Engineer

Please prepare answer.

RECEIVED
AUG 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
AUG 18 1955
FOR FILING

21-3333
4531

August 17, 1955

Mr. Edward D. Conley, President
Booster Club
Depoe Bay, Oregon

Dear Mr. Conley:

Received in today's mail was your letter of August 15, 1955, signed also by the following members of the Booster Club: Ovie P. Romaine, Arthur G. Harbaugh, H. T. Francis, and Ray Wilkinson, in which you express appreciation for the action taken by the State Highway Commission at its recent meeting with respect to construction of a public building at Depoe Bay to house a concession, restrooms and an observatory.

It will be a pleasure for me to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

BOOSTER CLUB
DEPOE BAY, OREGON

August 15, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

The Board of Directors of the Booster Club of Depoe Bay extend their thanks to you for the work you have done in furthering the plans and approval of the public building (Concession-Restroom-Observatory) to be erected in Depoe Bay. This project fills an urgent need to the traveling public and has been endorsed by all local civic organizations.

Confident that the response from all interested persons will be favorable, we remain

Yours very truly,

Edw. D. Conley
its President

Oris P. Romaine
Member

H. T. Francis
Member

Arthur G. Harbaugh
Member

Ray Wilkinson
Member

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
AUG 18 1955
FOR FILING

21-3333
4531

August 17, 1955

Depoe Bay Garden Club
Depoe Bay, Oregon

Attention: Mrs. Emil Seiffert, President
Mrs. Walter Beumer, Secretary

Gentlemen:

I wish to acknowledge and to thank you for your letter of August 15, received in today's mail, in which you express appreciation for the favorable action taken by the State Highway Commission at its meeting on August 11 with respect to construction of a building in Depoe Bay to house restrooms and other facilities.

It will be a pleasure for me to bring your letter to the attention of the members of the State Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms

cc: Commissioners
R. H. Baldock

Depoe Bay Garden Club
DEPOE BAY, OREGON

August 15, 1955

Oregon State Highway Commission
Care Mr. H. B. Glaisyer, Secretary,
Salem, Oregon

Dear Sirs:

We of the Depoe Bay Garden Club wish to express our deep and sincere appreciation for the favorable consideration given our town in your decision to build rest rooms and other facilities here.

Very sincerely yours,

Depoe Bay Garden Club by

Mrs Emil Seiffert
Mrs. Emil Seiffert, President

Mrs. Walter Beumer
Mrs. Walter Beumer, Secretary

RECEIVED
AUG 17 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAIS

RECEIVED
AUG 17 1955
FOR FILING

4331

August 16, 1955

Mr. and Mrs. Chester Toedtemeier
c/o Troller's Inn
Depoe Bay, Oregon

Dear Mr. and Mrs. Toedtemeier:

This is to acknowledge receipt of your letter of August 13, 1955, also signed by numerous residents of Depoe Bay, in which appreciation is expressed for the action taken by the State Highway Commission at its meeting on August 11 with respect to construction of a building at Depoe Bay to house restrooms, concessions and an observatory.

It will be a pleasure to bring your letter to the attention of the members of the Commission and the State Highway Engineer. Please accept sincere thanks for your kind expression.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Depoe Bay, Oregon

August 13, 1955

ACKNOWLEDGED

Mr. H. B. Glaisyer
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Glaisyer:

We, the undersigned of Depoe Bay, wish to extend our thanks and congratulations to you and your staff for the proposed project of a comfort station here.

The need of such a building here is acute, as you know, and we are also in favor of the rental of concessions to take care of the cost of erection and mainentance.

Highway traffic has increased to such an extent that the need of a comfort station is necessary, and such a building will be a benefit to all, the public and us here in Depoe Bay.

We are looking forward to the completion of your project, and again we wish to say "THANK YOU".

Most sincerely,

Mr & Mrs Chester Toedtemeier
Troller's Inn.
Mr & Mrs Chas Turner - Depoe Bay
Mr & Mrs Ray Wilcox - Tradewinds Clipper
Mae Dietz - Tradewinds Fleetfisher
Mr Mrs Lloyd Finley
A L Collins
W. S. Hughes
Mr + Mrs J. C. [illegible] Sea Hag Lounge
Alice Taunton - Spouting Horn Inn
Mr + Mrs W. C. Dryden - Fish & Chips.
Mr & Mrs William Stahl
Mr & Mrs R. Mac Dougall - Sunset Seawall
R.E. Maycock Depoe Bay - Chowder Bowl

rs of the
ur letter
action taken
o house
Bay.

improve-
your

OMM.

Mr and mrs Clarence [illegible]
View Variety Store
Mr and Mrs Milton Leigh
Mr. & Mrs. H. H. Hancock
Sandee's Gift Shop
Mrs D. S. Westfall
Melissa Hunter
Mr - Mrs A H Smith
Crystal Museum.
Mr. & Mrs. Russell Simpson
Mr & Mrs - Melvin R. Pettit. Depoe Bay, Ore
Mr & Mrs W E Sullivan Depoe Bay Ore.
Mr - Mrs Geo. C. Graves Depoe Bay Barber Shop
Pat Maloney Depoe Bay, Ore.
Ray Lauderdale
Mr. & Mrs Raleigh C. Wilson 8 yrs. resident of Depoe Bay.
Roe Holley Channel Apt. Depoe Bay
Miss Marcheta Hills Depoe Bay
Miss [illegible] Depoe Bay
T J Perkins Depoe Bay O
Ada Perkins Depoe Bay Ore
Doris Barber Depoe Bay
Arline Thomas Depoe Bay.
Virginia Nichols Depoe Bay.

RECEIVED
AUG 17 1955
FOR FILING

21-333
4531

August 16, 1955

Mr. R. MacDougall
Sunset Service
Depoe Bay, Oregon

Dear Mr. MacDougall:

I shall be pleased to bring to the attention of the members of the State Highway Commission and the State Highway Engineer your letter of August 13, 1955, in which you express appreciation for the action taken by the Commission with regard to construction of a building to house public restrooms, concessions and an observatory at Depoe Bay.

The Commission will be glad to know that the proposed improvement meets with your satisfaction. Thank you very much for your letter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

RECEIVED
AUG 17 1955
FOR FILING

[illegible]

Marine Hardware and Paint - ercial Fishing Gear - Fishermen's Sup - Gasoline - Oil and Grease

Sunset Service

Bob MacDougall ★ DePoe Bay, Oregon

8/13/55

ACKNOWLEDGED
W. B. GLAISYER

State Highway Com.
Salem.

Dear Sirs I am very appreciative of your decision to erect a fine Building to house Public Rest Rooms, concessions & observatory, It surely will be a great assist to our travelling Public

Yours truly,
R. MacDougall.

cc: Commissioners
R. H. Baldock

RECEIVED
AUG 17 1955
FOR FILING

[illegible]
[illegible]

August 16, 1955

Mr. Leon Haskell,
Past Vice Commodore
U. S. Coast Guard Auxiliary
Depoe Bay, Oregon

Dear Mr. Haskell:

Thank you very much for your letter of August 13, expressing appreciation for the action taken by the State Highway Commission at its meeting last week with regard to construction of restrooms and an observation building at Depoe Bay.

I shall be pleased to bring it to the attention of the members of the Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBC:mm

cc: Commissioners
R. H. Baldock

LEON HASKELL
SPORT FISHING "MICHAEL M"
One of the Tradewinds Fleet
Phone 153 DEPOE BAY, OREGON

Depoe Bay, Ore.
Aug. 13th, 1955.

Oregon State Highway Comm.
Mr. H. B. Glaisyer, Sec.

Dear sir;

I would like to express my appreciation to the Highway Commission for the new rest rooms and observation building at Depoe Bay.

I am sure this will solve a very bad condition in the community and be a credit to the highway and parks department.

The announcement of this building has been enthusiastically recieved by all the progressive and forward looking business men of the community, may I again thank you.

Leon Haskell

Leon Haskell, Past Vice-Commodore
U.S.Coast Guard Aux.
Depoe Bay Ore.

Box 166.

ACKNOWLEDGE
H. B. GLAISYE

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

STRICTLY MODERN RIGHT ON THE OCEAN

Sea Vista Cottages

3 BLOCKS SOUTH OF BRIDGE
DEPOE BAY, OREGON

MR. AND MRS. LEON HASKELL PHONE 153

Depoe Bay, Ore.
Aug. 13th, 1955.

Oregon State Highway Comm.
Mr. H. B. Glaisyer, Sec.

Dear sir;

I would like to express my appreciation to the Highway Commission for the new rest rooms and observation building at Depoe Bay.

I am sure this will solve a very bad condition in the community and be a credit to the highway and parks department.

The announcement of this building has been enthusiastically recieved by all the progressive and forward looking business men of the community, may I again thank you.

Leon Haskell

Leon Haskell, Past Vice-Commodore
U.S.Coast Guard Aux.
Depoe Bay Ore.

Box 166.

KNOWLEDGE
H. B. GLAIS

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1955
FOR FILING

21-3333
4431

August 16, 1955

Mr. Clyde E. Carlos, Secretary
Board of Commissioners
Depoe Bay Water District
Depoe Bay, Oregon

Dear Mr. Carlos:

Thank you very much for your very nice letter of August 15, in which you express appreciation for the action taken by the Highway Commission at its meeting last week with regard to construction of a "concession-restroom-observatory" building at Depoe Bay, as reported in the Morning Oregonian of August 12.

You request that your letter be brought to the attention of the members of the State Highway Commission and the State Parks Department. It will be a pleasure for me to do so.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

C. H. Armstrong

DEPOE BAY,ORE.,
Aug 15-1955.

H.B.Glaysier,Sec'y.,
State Highway Commission,

Salem, Ore.

On behalf of the Board of Commissioners of the Depoe Bay Water District, permit me to request that you please convey to the State Highway Commission and the State Park Department, our very sincere appreciation,and the evident pleasure and rejoicing of our people in general, over the announced decision of the Commission, as reported in the Morning Oregonian of August 12th., regarding the "concession-restroom-observatory" which they have decided to build at Depoe Bay. It is one of those happenings which come along once in a life time, over which we can all slap each other om the back and say, "Well now, Is not that something ?"

To be sure a few objectors may eventually appear, but don't hold that against us. We can't help it. They are indigenous to all soils and under all weather conditions.

Now that you have put your hand to the plow, look not back. Neither harken to professional dissenters.

We congratulate ourselves on the consideration the Commission has shown our little community, to say nothing of the wonderful accomodation it will be to the traveling public.

Thanks a million for it all.

Yours very sincerely,

Sec'y
Board of Commissioners,

DEPOE BAY WATER DISTRICT.

CKNOWLEDGE
B. GLAISY

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1955
FOR FILING

21-[illegible]
4831

August 16, 1955

Mr. P. H. Taunton
Spouting Horn Inn
Depoe Bay, Oregon

Dear Mr. Taunton:

This is to acknowledge and to thank you for your nice letter of August 14, 1955, in which you congratulate the members of the State Highway Commission and its staff for the action taken by the Commission at its last meeting with regard to construction of a comfort station at Depoe Bay.

It will be a pleasure to bring your letter to the attention of the members of the Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Spouting Horn Inn
PHONE 39
Depoe Bay, Oregon

August 14, 1955

Mr. H. B. Glaisyer
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Glaisyer:

Concerning your ppposed project for a comfort station in Depoe Bay, we wish to extent our thanks and congratulations to you and your staff.

Our need for such a building here is great, as you already know, and we are in favor of the rental of concesstions to take care of the cost.

Our highway travel is increasing to such an extent that the building should pay for ~~inxt~~ itself in a short time, and the building will be a great benefit to both the public and Depoe Bay.

Again, we wish to say "THANK YOU".

Sincerely,

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGE
H. B. GLAISYER

RECEIVED
AUG 17 1955
FOR FILING

21-3331
4531

August 16, 1955

Mr. Stan Allyn, President
Tradewinds Trollers
Box 305
Depoe Bay, Oregon

Dear Mr. Allyn:

I wish to acknowledge receipt of and to thank you for your nice letter of August 13, 1955, in which you express your appreciation for the action taken by the State Highway Commission at its last meeting with respect to construction of a building at Depoe Bay for the purpose of providing public restrooms and a view area for tourists.

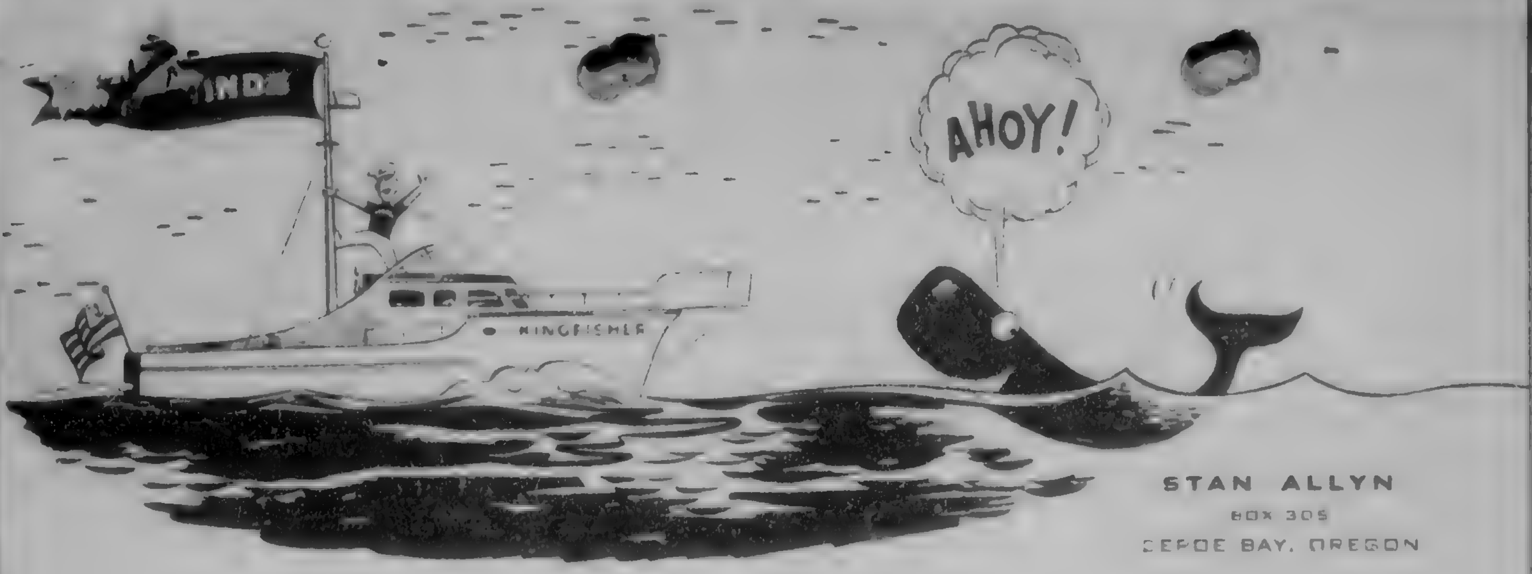
It will be a pleasure for me to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock



STAN ALLYN
BOX 305
DEPOE BAY, OREGON

August 13, 1955

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

I wish to take this opportunity to express our extreme gratification at the news that you plan to construct a building at Depoe Bay for the purpose of providing public rest rooms and a view area for tourists.

We feel that this will fulfill a definite need at Depoe Bay and will constitute a wonderful asset and accommodation for the tourists.

Yours most sincerely,

Stan Allyn
Stan Allyn
President
Tradewinds Trollers

ACKNOWLEDGE
H. B. GLAISYER

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

QUIT WISHIN' - GO FISHIN'

RECEIVED
AUG 17 1955
FOR FILING

21-3333
4331

August 16, 1955

Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Attention: Mr. William Wood, President and
Mr. H. R. Robinson, Secretary

Gentlemen:

I wish to acknowledge and thank you for your letter of August 13, expressing appreciation for the Commission's action with regard to construction of public restrooms at Depoe Bay.

It will be a pleasure to bring your letter to the attention of the members of the Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Depoe Bay Chamber of Commerce

"Where the Highway Meets the Sea"

DEPOE BAY, OREGON

OFFICERS

WALT BEUMER
President
HAROLD SAVEREID
Vice-President
CLARENCE MERRITT
Secretary

DIRECTORS

EUGENE MANN
H. R. ROBINSON
WILLIAM WOOD

August 13, 1955.

State Highway Commission,
Salem, Oregon.

Gentlemen:

The Depoe Bay Chamber of Commerce wishes to express it's appreciation for the new rest rooms to be built here in Depoe Bay.

We were all happy to see the notice and sketch in yesterday's Oregonian.

Yours very truly,

Depoe Bay Chamber of Commerce

William Wood
William Wood, Pres.

H. R. Robinson
H. R. Robinson, Secy.

KNOWLEDGE
B. GLAISY

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1955
FOR FILING

21-3333
4521

August 16, 1955

Mr. Milton Leigh, Manager
Sea Trollers
P. O. Box 246
Depoe Bay, Oregon

Dear Mr. Leigh:

Thank you very much for your letter of August 15, 1955, in which you express appreciation for the action taken by the State Highway Commission at its last meeting with regard to construction of a building at Depoe Bay to house public restrooms and an observatory.

It will be a pleasure for me to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

FOR FUN UNLIMITED ON THE OCEAN — GO —

SEA TROLLERS

BOX 246 • DEPOE BAY, OREGON • PHONE 853 • MILTON LEIGH, MGR.

August 13, 1955

Mr. H.B. Glaisyer
Sect. Oregon State Highway Commision
Salem, Oregon

Dear Sir,

The "SEA TROLLERS" of Depoe Bay, Oregon wish to express their thanks to the Oregon State Highway Commision for their efforts to make possible the building of the Cliff House here at Depoe Bay.

The Depoe Bay area has needed this convenience for it's traveling public for many years.

The businessmen of Depoe Bay are loud in their praise, and appreciate the efforts of the Highway Commission to make the public restrooms and the observatory available for the tourists who pass our way.

Again we thank you for this "Boon" to our businesses here in Depoe Bay and we thank you in behalf of the tourists who will, in time, pass our way.

SEA TROLLERS

Milton Leigh

ACKNOWLEDGE
B. GLAIS

RECEIVED
AUG 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 9 - 1955
FOR FILING

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August [illegible], 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto are sketches showing six different schemes for a development at the Depoe Bay state park and a copy of the vicinity map for this park. We have shown, crosshatched on this vicinity map, a suggested location for the building. This location can be changed by moving it to the extreme northerly corner, in which case, however, the building would cut off access which we now give to the private property lying north of the park. This access is by revocable permit and can be canceled. If this were done, however, the only access to this private property would be by a stairway connecting to the sidewalk on the bridge.

These schemes range upward in cost from an installation shown in Scheme A of rest rooms only. The roof of this Scheme A building would be below the level of the roadway sidewalk so that it would not interfere with any view of the Ocean.

Scheme B is for rest rooms with a concession room above the rest rooms and with an observation deck partially enclosed above this concession room. Scheme C is similar except that no observation deck is provided as in Scheme B.

Scheme D provides for the rest rooms and the concession room with a replica of a lighthouse providing an observation platform with a glass-walled central portion. This enclosed portion could not be advantageously used for observation as the stairway takes up all of the room other than the landing at the top of the stairs.

Scheme E provides rest rooms, concession room and observation platform with a glass enclosure which provides room inside of the enclosure for observation in inclement weather.

Scheme F provides for the rest rooms, the concession room and an observation deck.

Attached is a sheet showing the estimated costs of the various schemes. I am also attaching perspective drawings for Schemes A, C, D and E. We have not made up drawings for the other two schemes. I am submitting this for your consideration at the coming meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

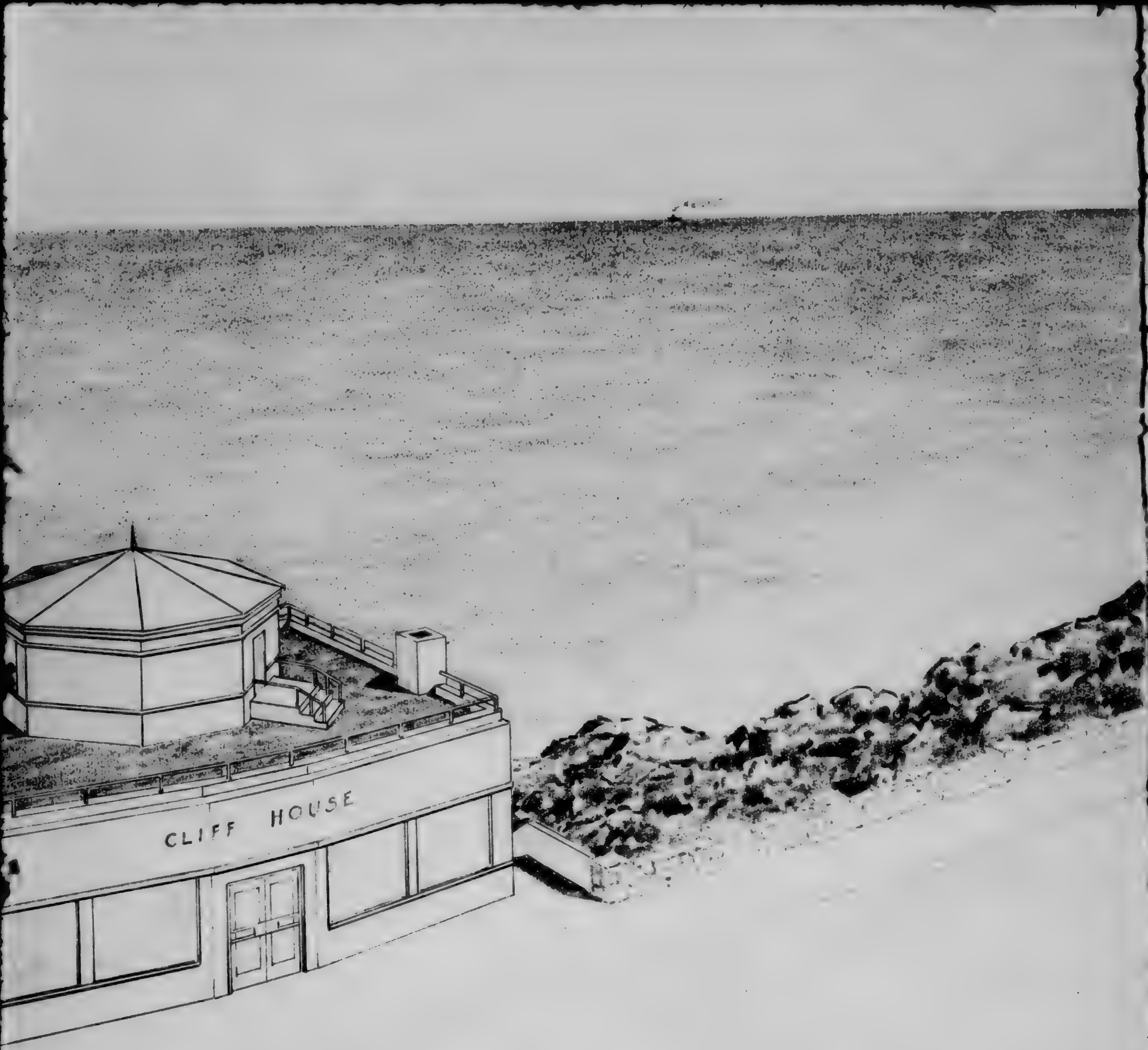
cc Mr. C. H. Armstrong
Mr. P. M. Stephenson
Attach.
GSP:gm
g

Estimate of Cost
for
Depoe Bay Concession and Comfort Station

Scheme "A"	Design for comfort station only, with roof level below existing walk. Per Drawing S-233	$ 30,000.00
	Same design omitting stone masonry exterior and using architectural concrete exterior	25,500.00
Scheme "B"	Design for comfort station with concession floor and observation deck. Per Drawing S-234.	52,500.00
	Same design omitting stone masonry exterior and using architectural concrete exterior	47,000.00
Scheme "C"	Design for comfort station with concession floor. Per Drawing S-235	42,000.00
	Same design omitting stone masonry exterior and using architectural concrete exterior.	37,000.00
Scheme "D"	Design for comfort station with concession floor and observation platform (Lighthouse Design). Per Drawing S-236	52,000.00
Scheme "E"	Design for comfort station with concession floor and observation deck and glass enclosed observatory. Per Drawing S-237	46,500.00
Scheme "F"	Design for comfort station with concession floor and observation deck. (This design similar to design "C" with roof used as observation deck.) Per Drawing S-238	46,000.00
	Same design omitting stone masonry exterior and using architectural concrete exterior	41,000.00

Attention is called to all designs with concession space. No interior fixtures, counters, etc., are included in these estimates. Interiors to be fitted by lessee to suit.

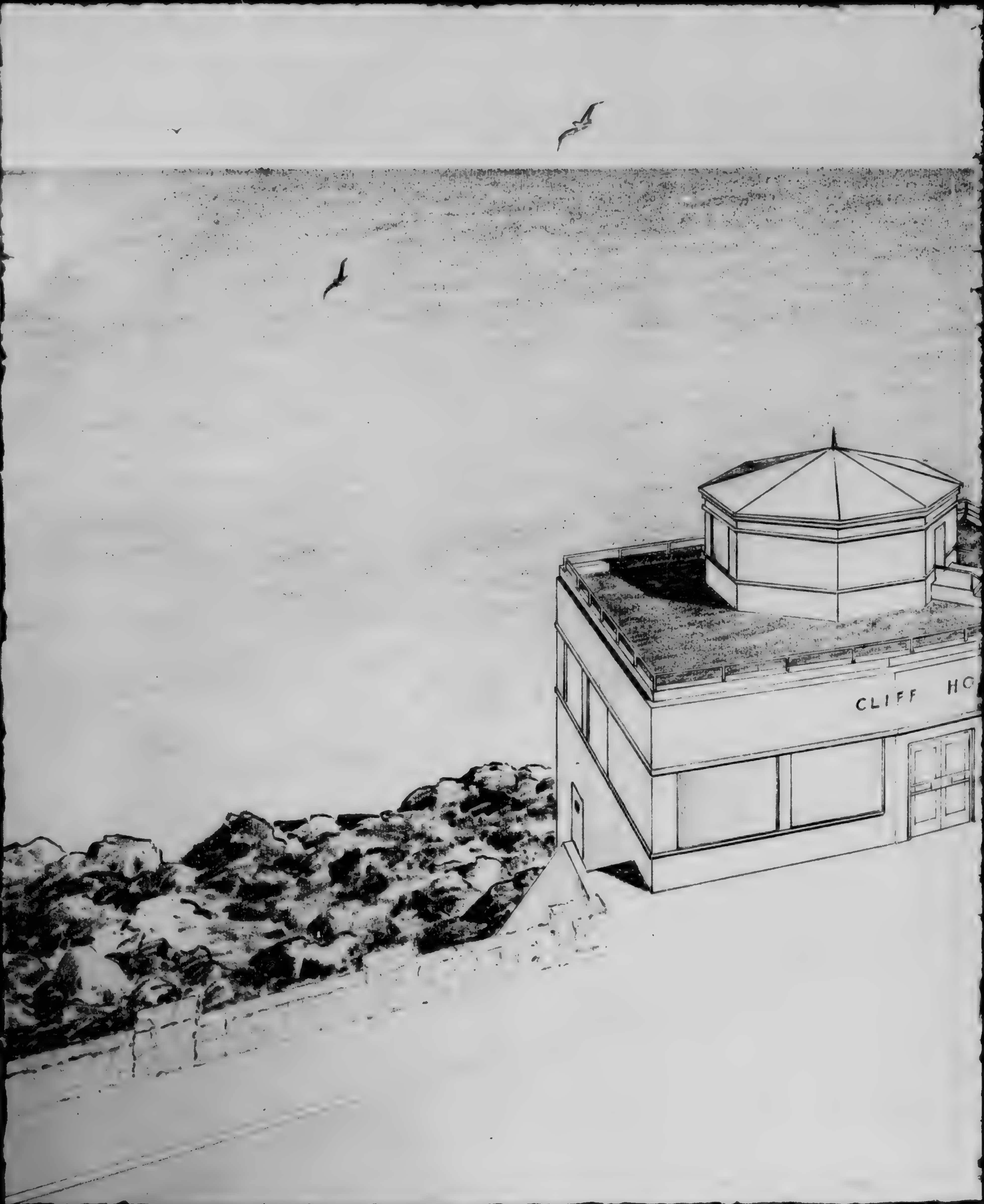
On all designs, the stairways to restrooms have been conveniently placed and segregated on the exterior of the building so restrooms are easily identified and accessible without entering the concession area.



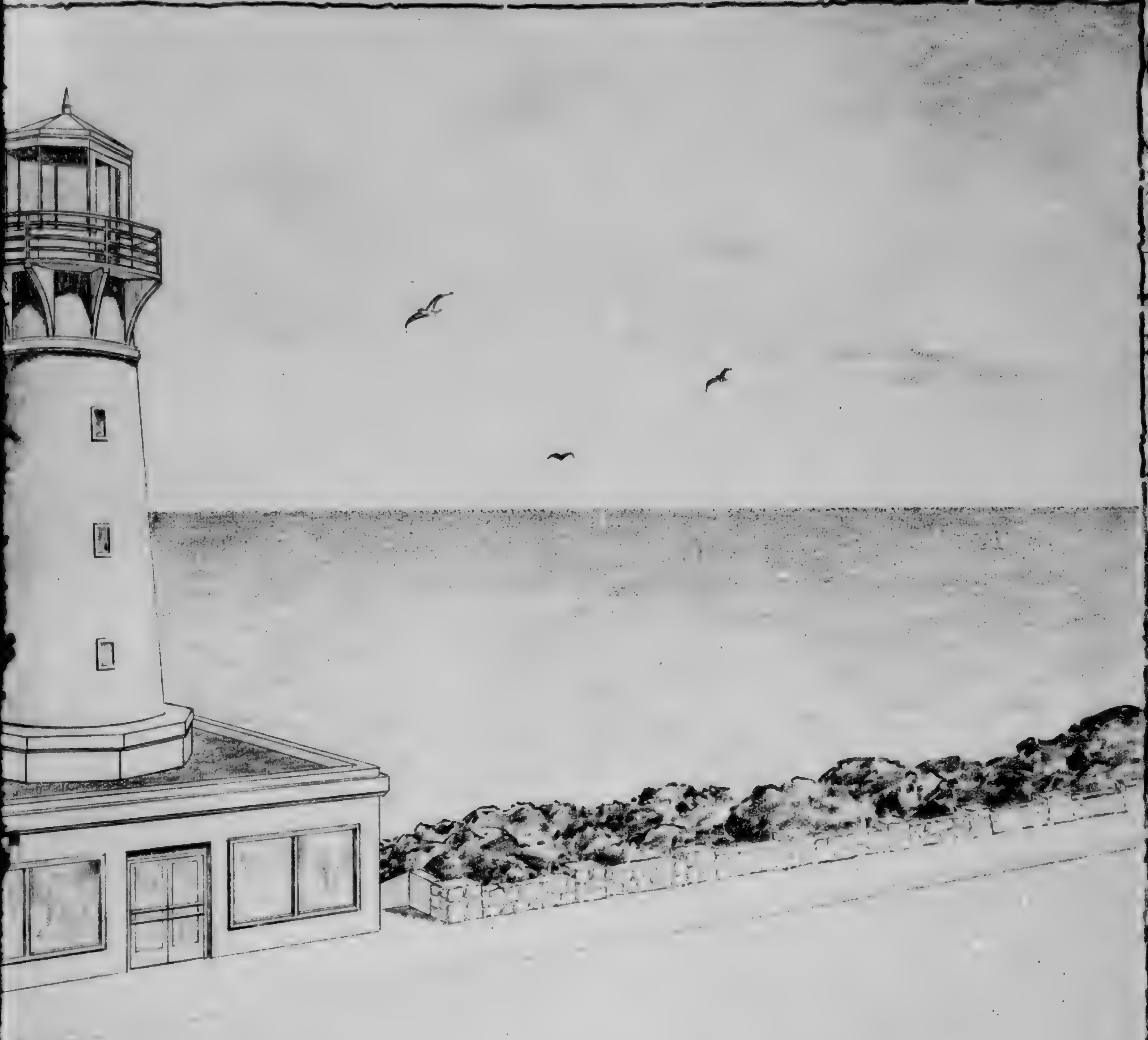
OREGON STATE HIGHWAY COMMISSION
R. H. BALDOCK ~ STATE HIGHWAY ENGINEER

ESSION & COMFORT STATION

SCHEME "E"



DEPOE BAY CONCESSION &

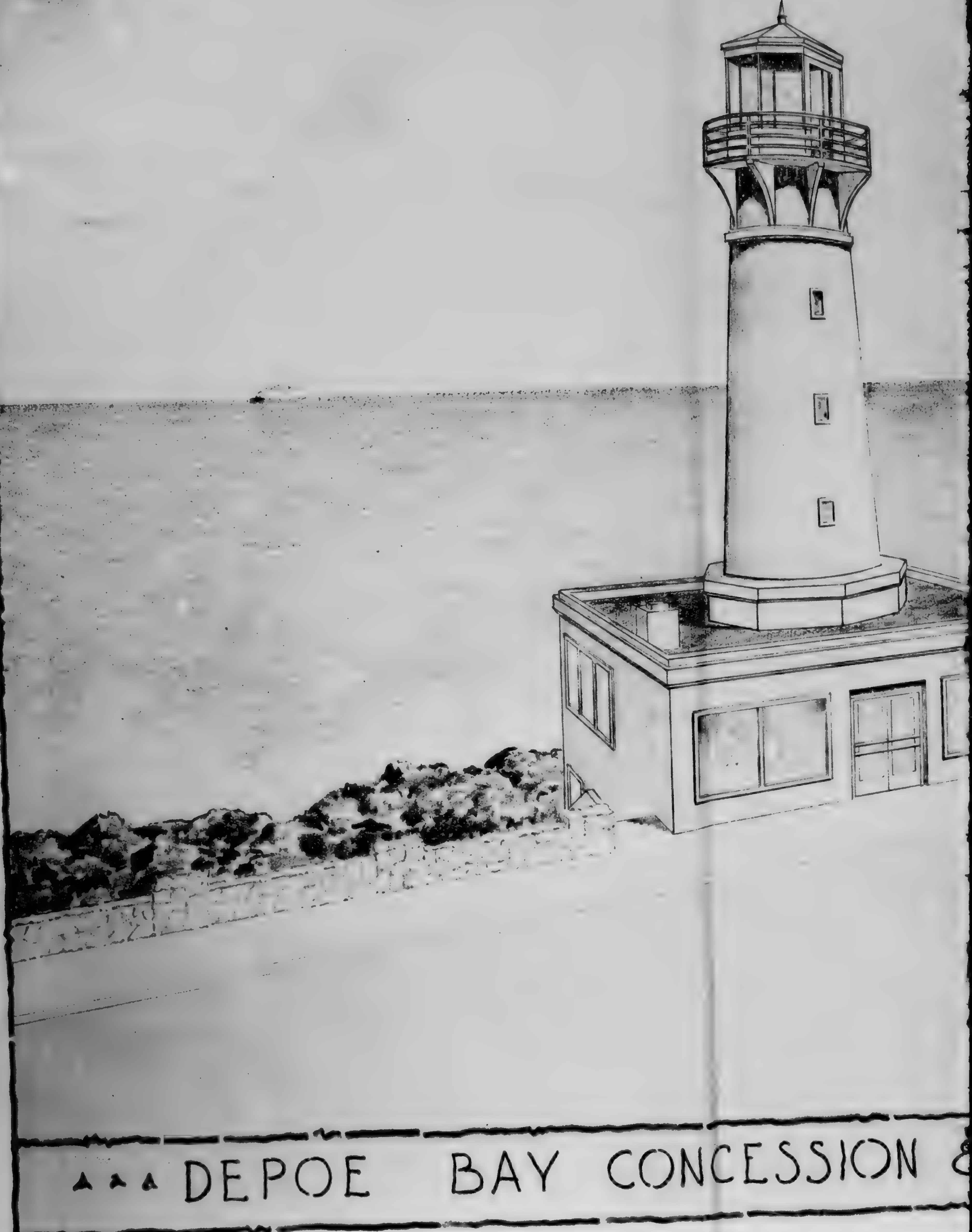


OREGON STATE HIGHWAY COMMISSION
R. H. BALDOCK ~ STATE HIGHWAY ENGINEER

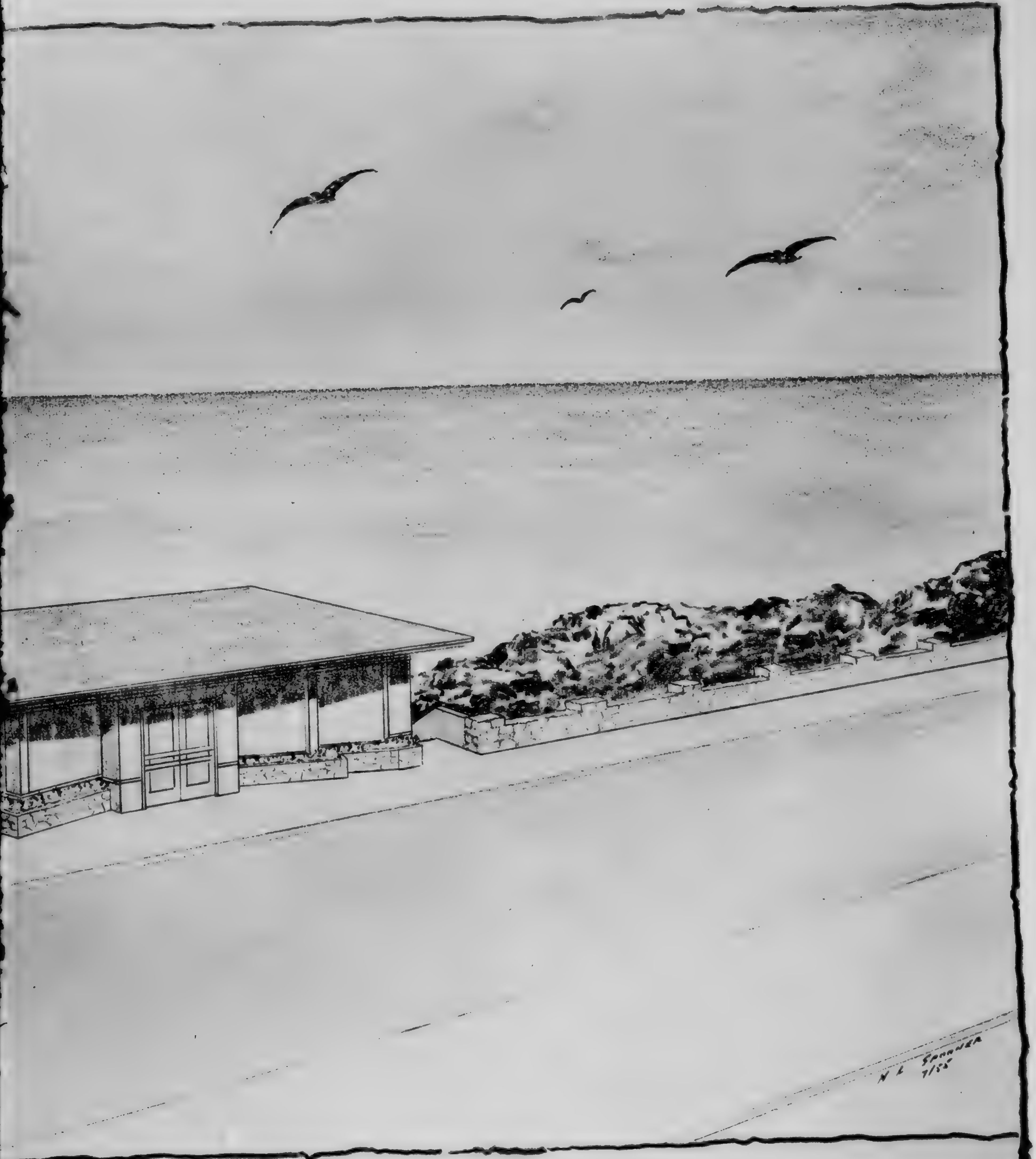
N.L.S. 7/65

ESSION & COMFORT STATION ▲ ▲ ▲

SCHEME "D"

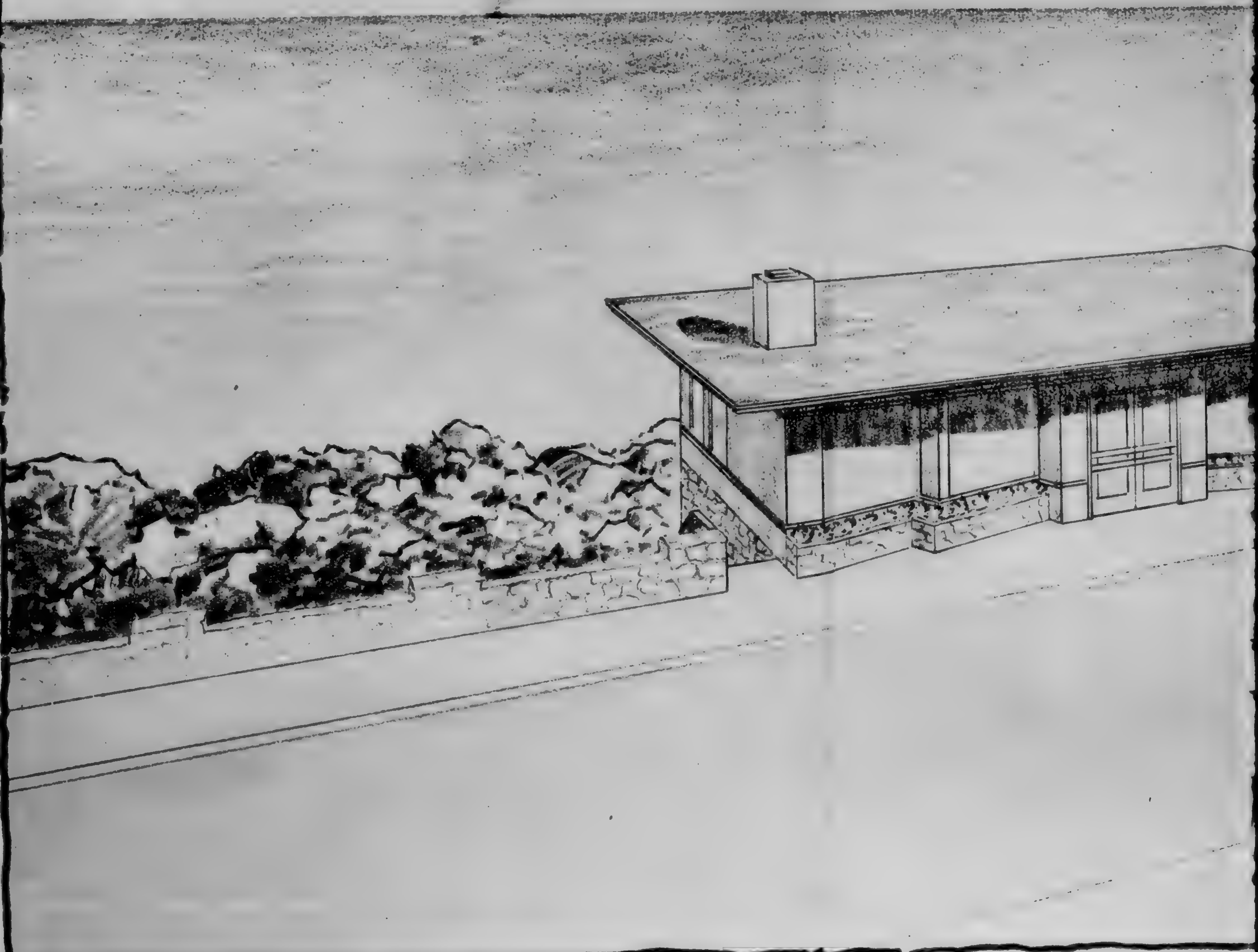


DEPOE BAY CONCESSION &

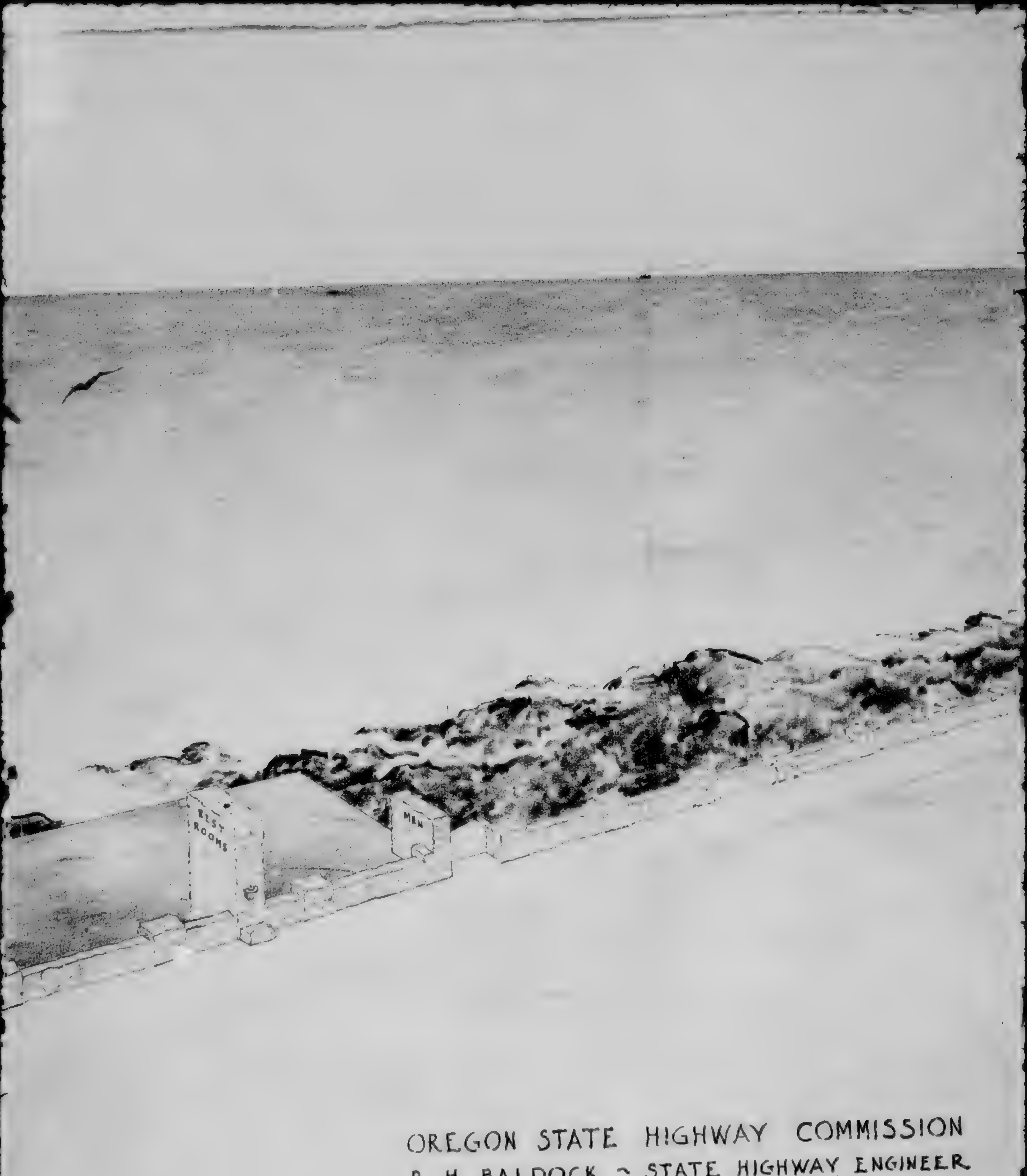


SSION & COMFORT STATION ▲ ▲

SCHEME "C"



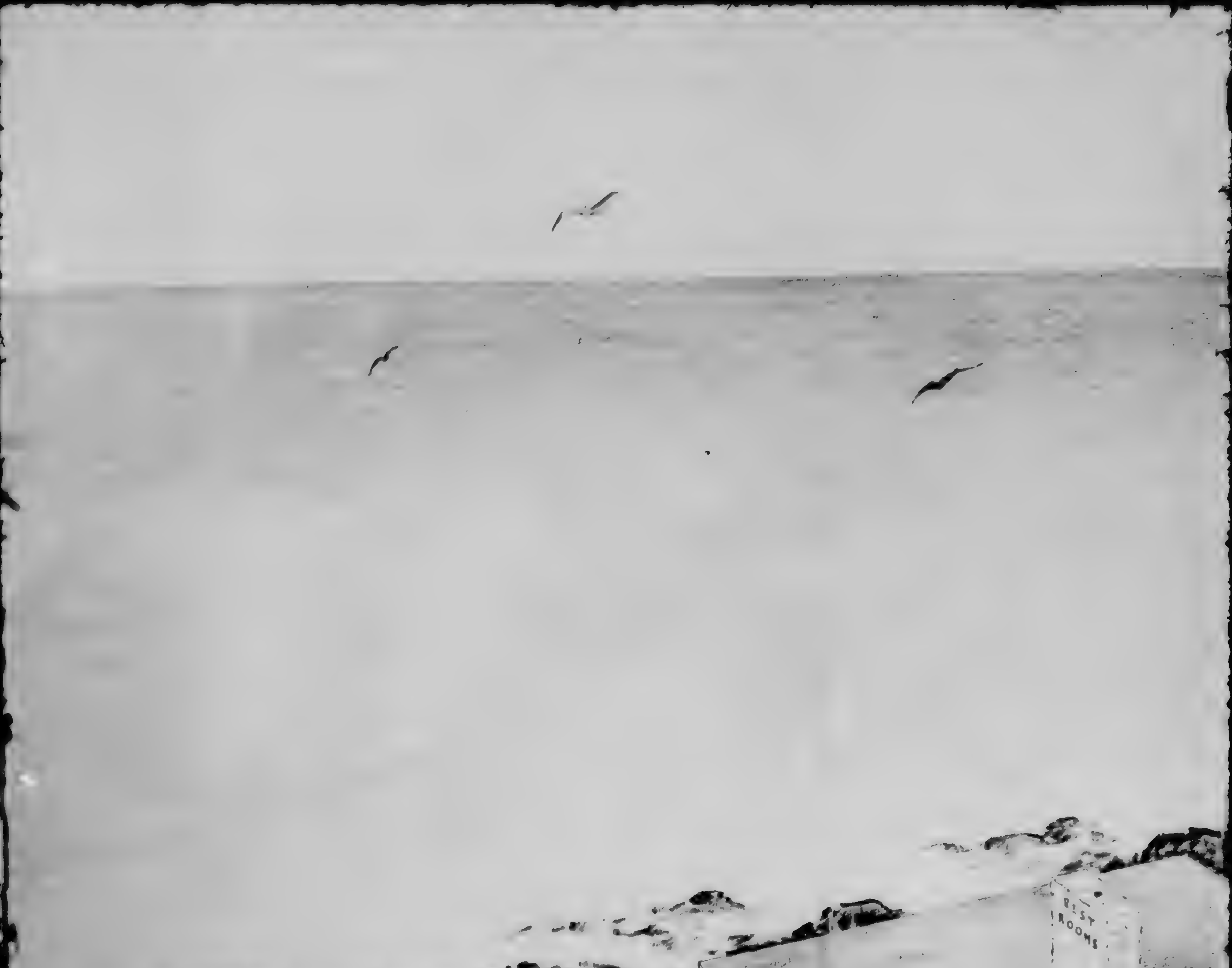
▲ ▲ DEPOE BAY CONCESSION &



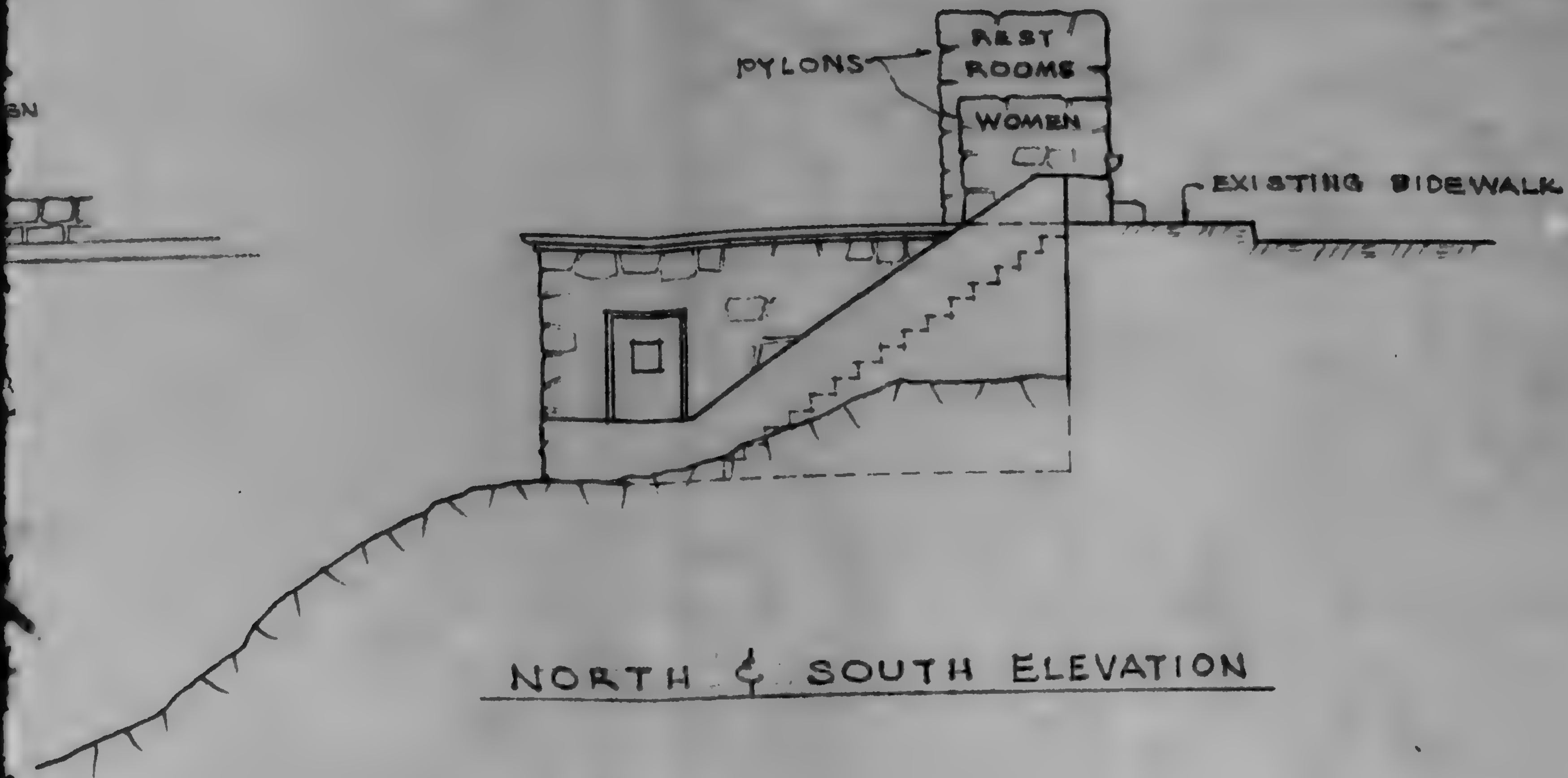
OREGON STATE HIGHWAY COMMISSION
R. H. BALDOCK – STATE HIGHWAY ENGINEER

H. L. SPOON
8/55

BAY PUBLIC COMFORT STATION

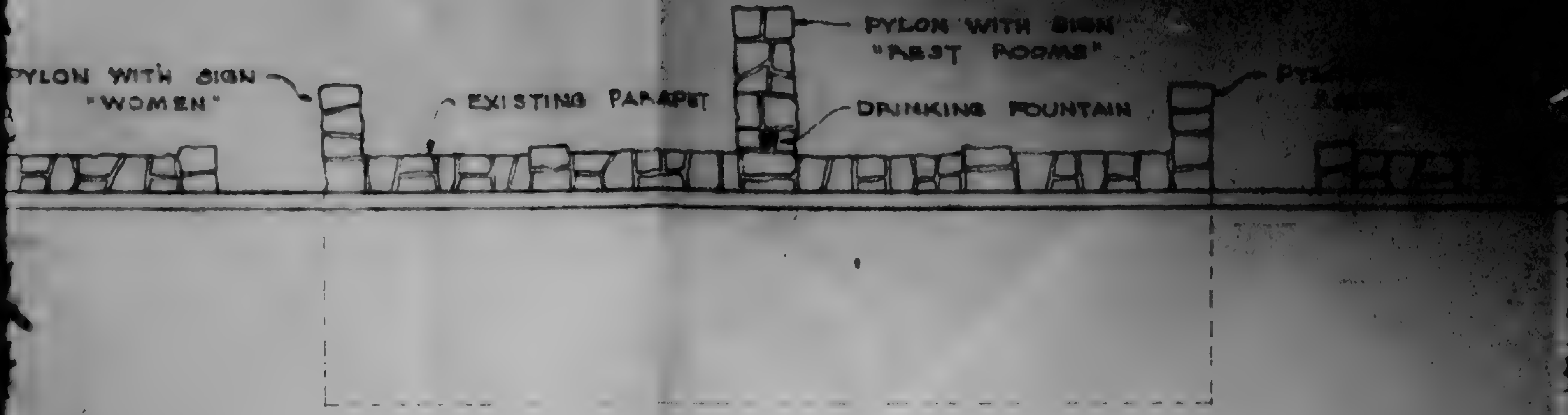


▲ PROPOSED DEPOE BAY PUBLI

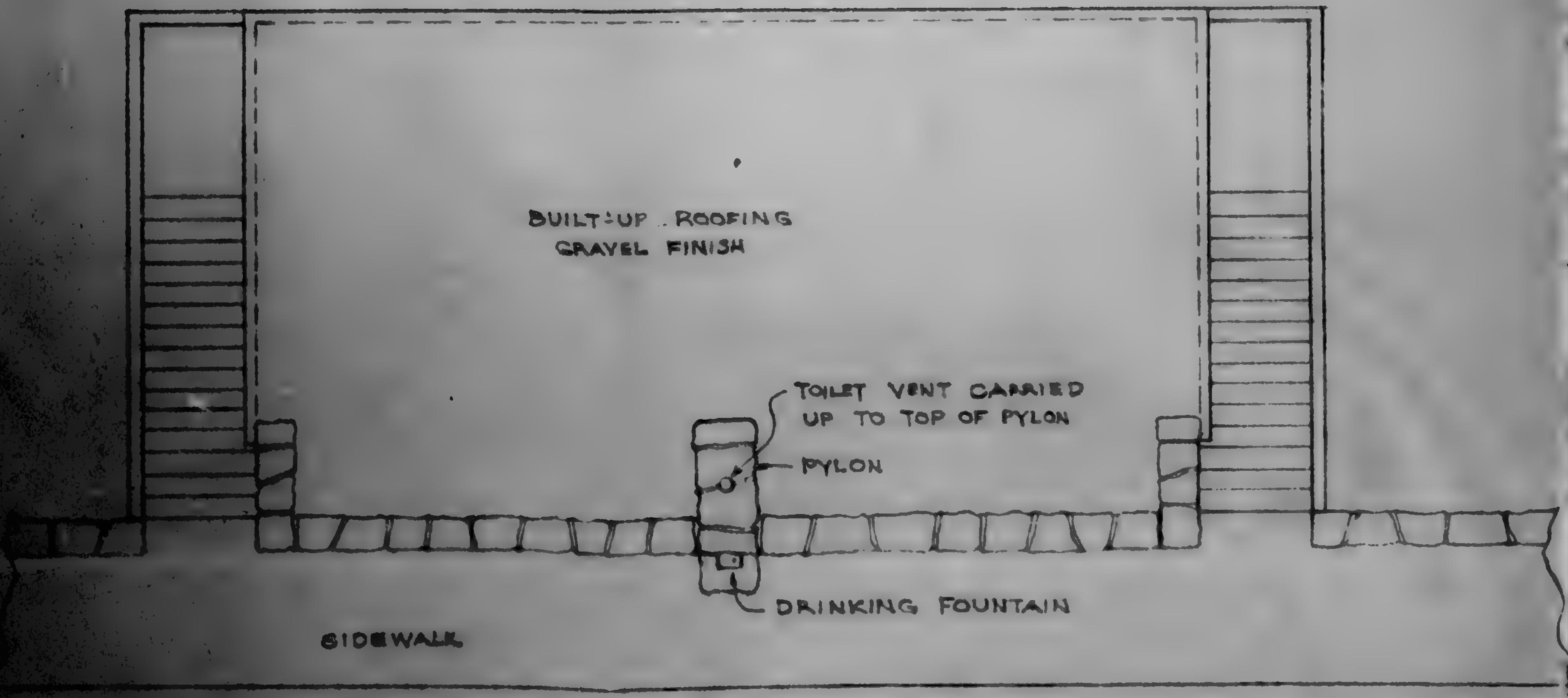


NORTH & SOUTH ELEVATION

OREGON
STATE HIGHWAY DEPARTMENT
COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY O.C. SCHNEIDER JOB NO. 7353

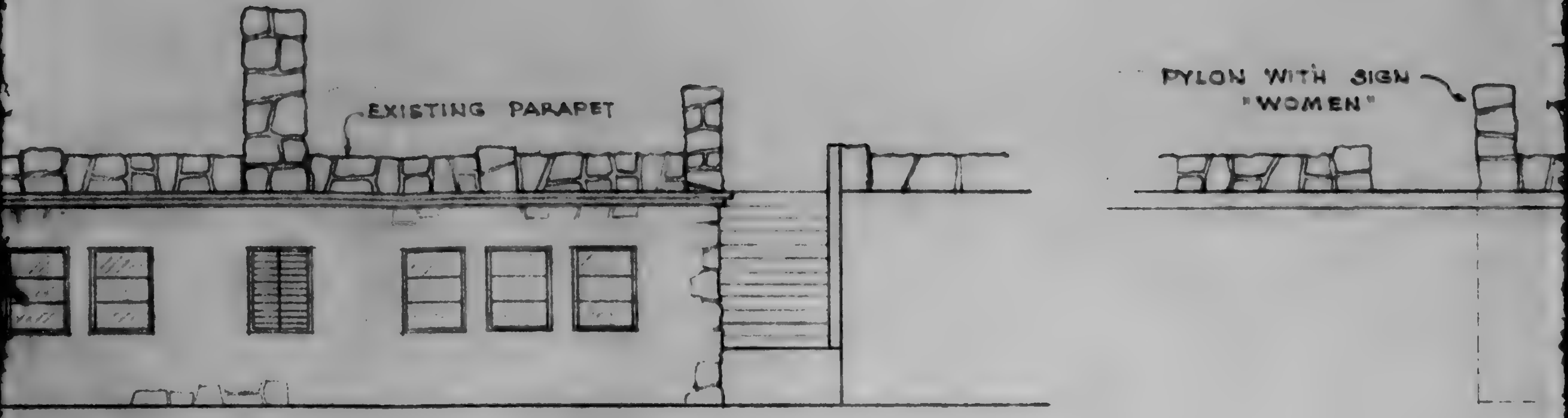


SIDEWALK • ELEVATION

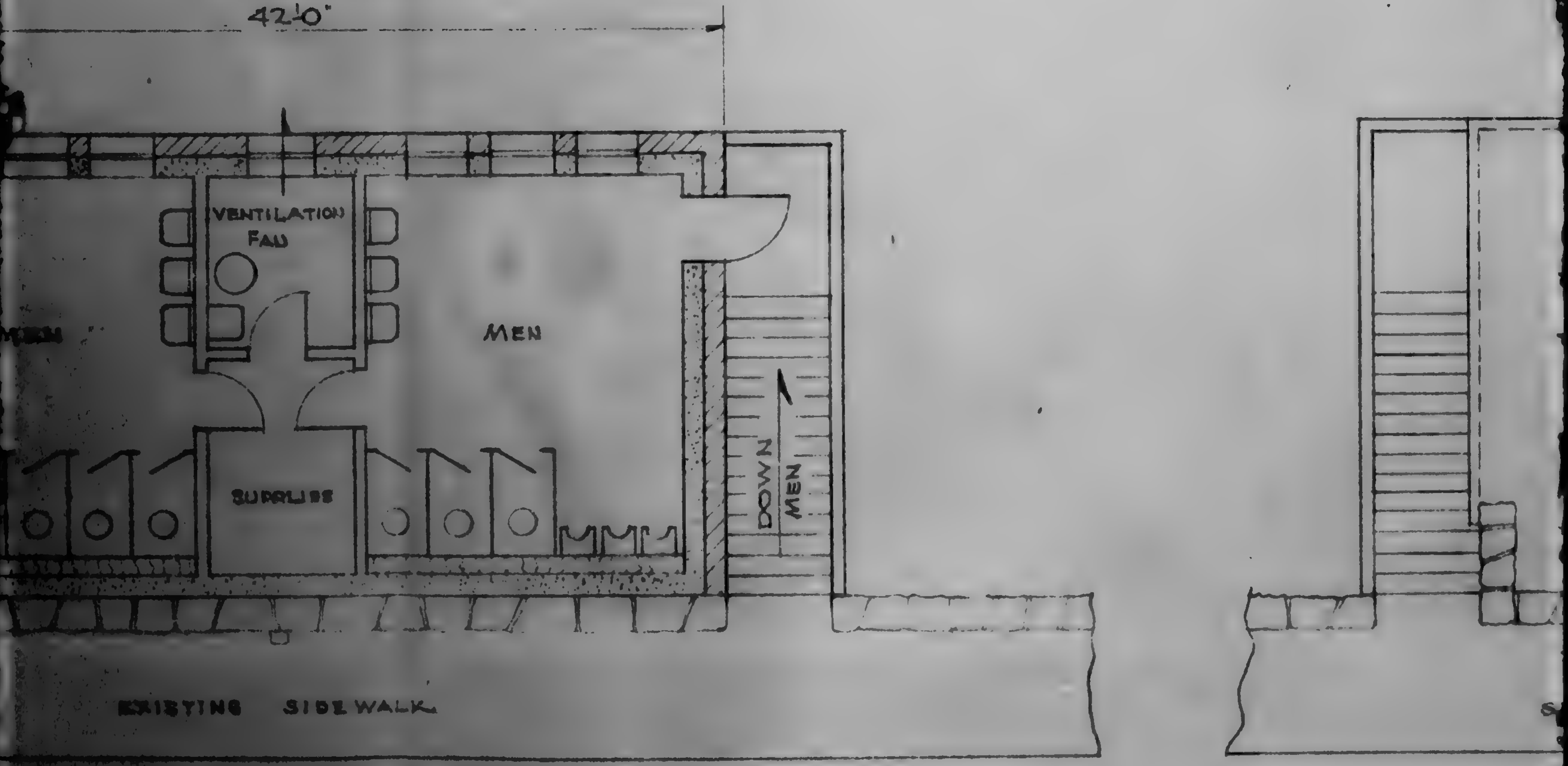

BUILT-UP ROOFING GRAVEL FINISH
TOILET VENT CARRIED UP TO TOP OF PYLON
PYLON
DRINKING FOUNTAIN
SIDEWALK

ROOF • PLAN

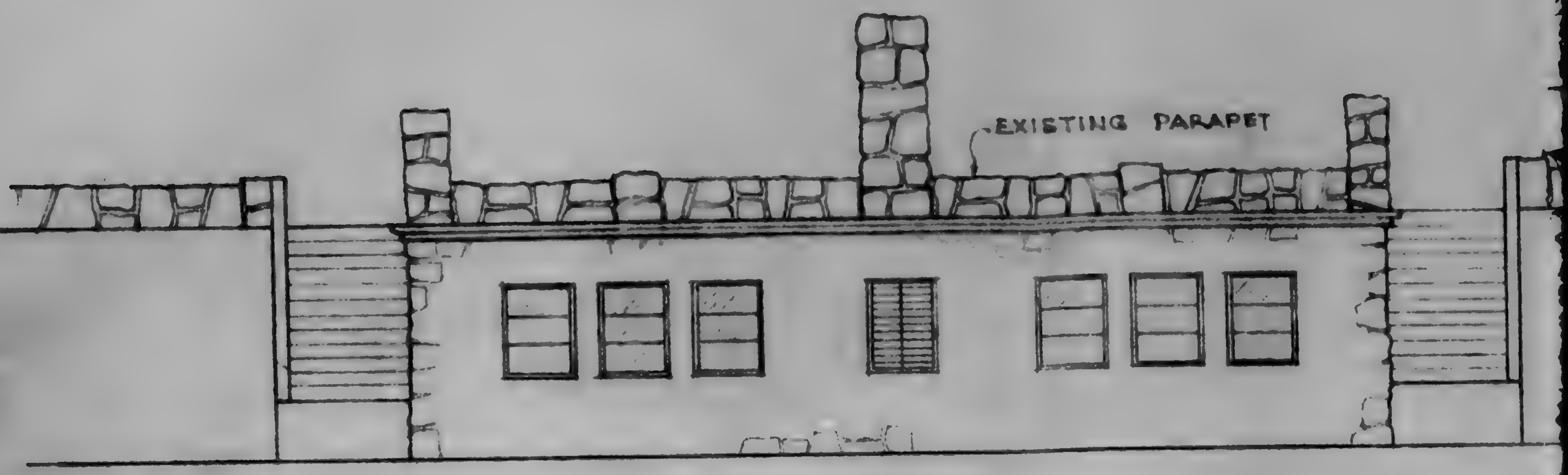
SCHEME "A"



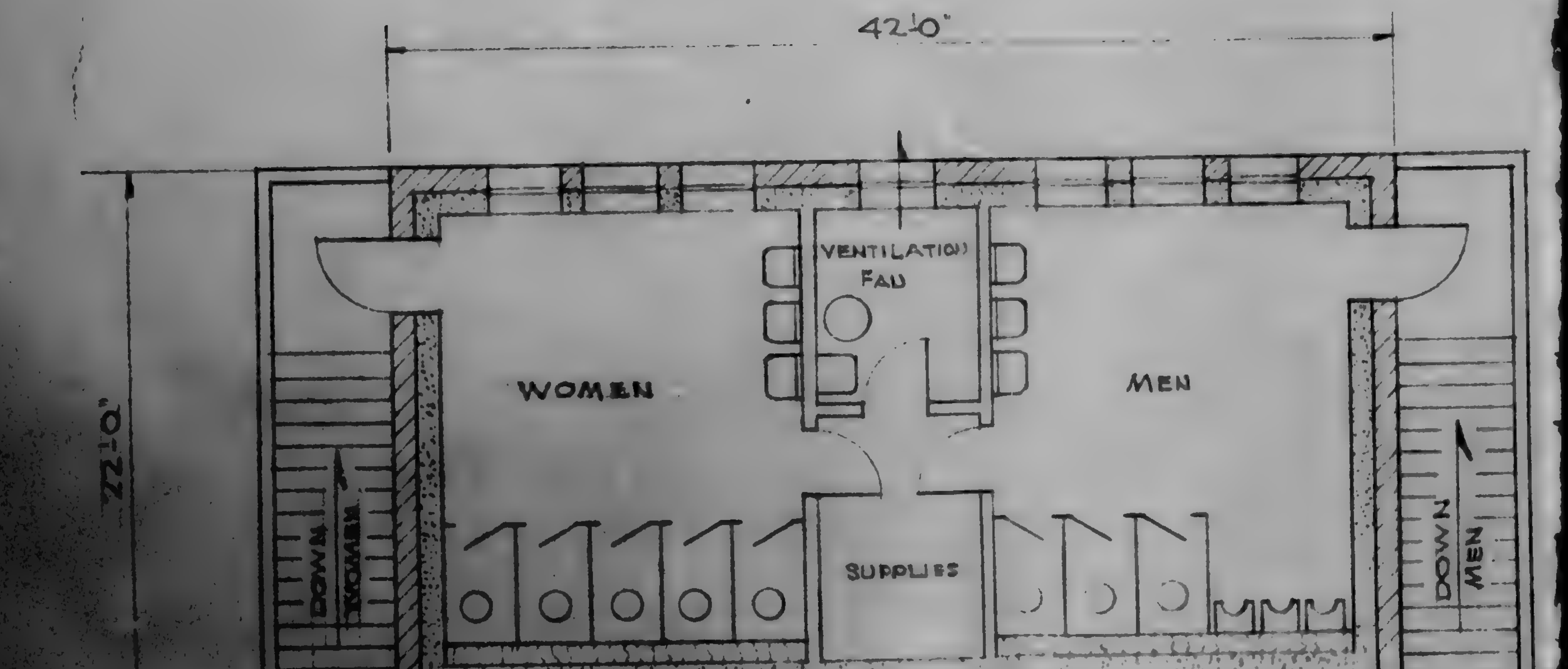
WEST · ELEVATION



FLOOR · PLAN
SCALE 1/8"=1'-0"

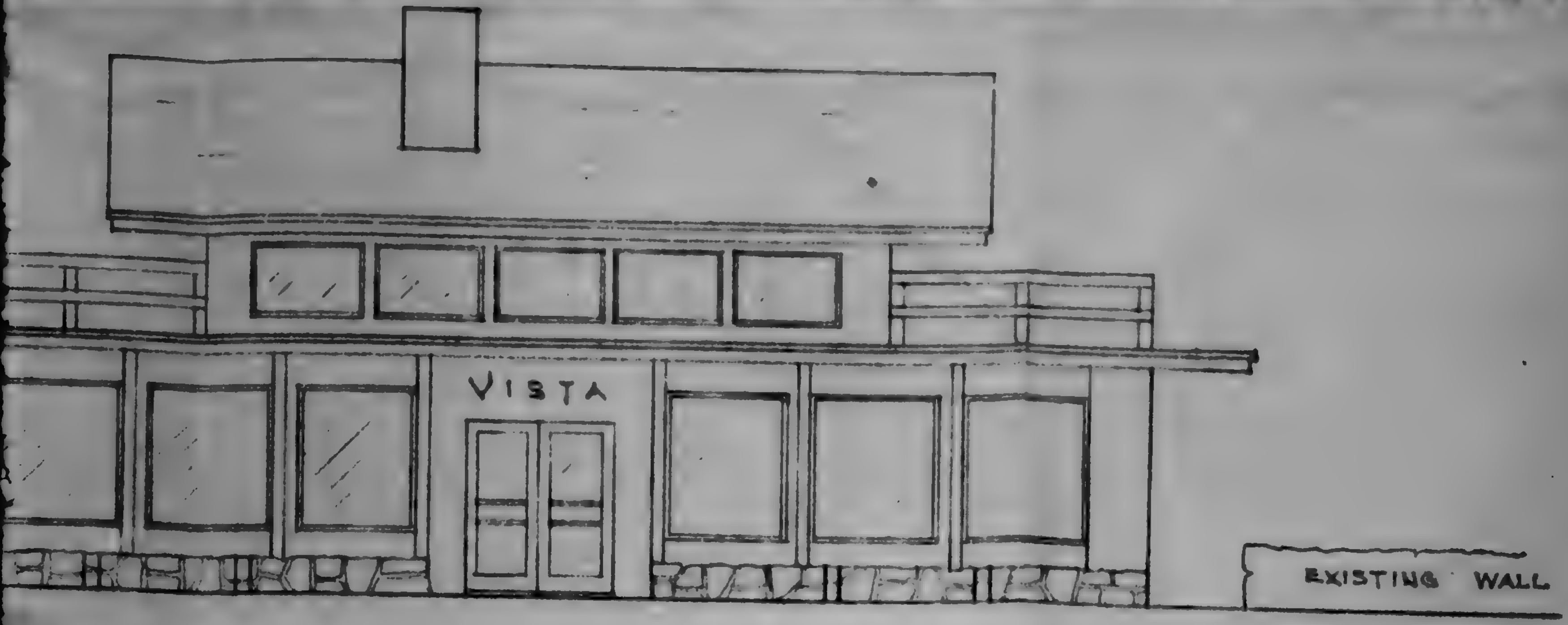


WEST · ELEVATION

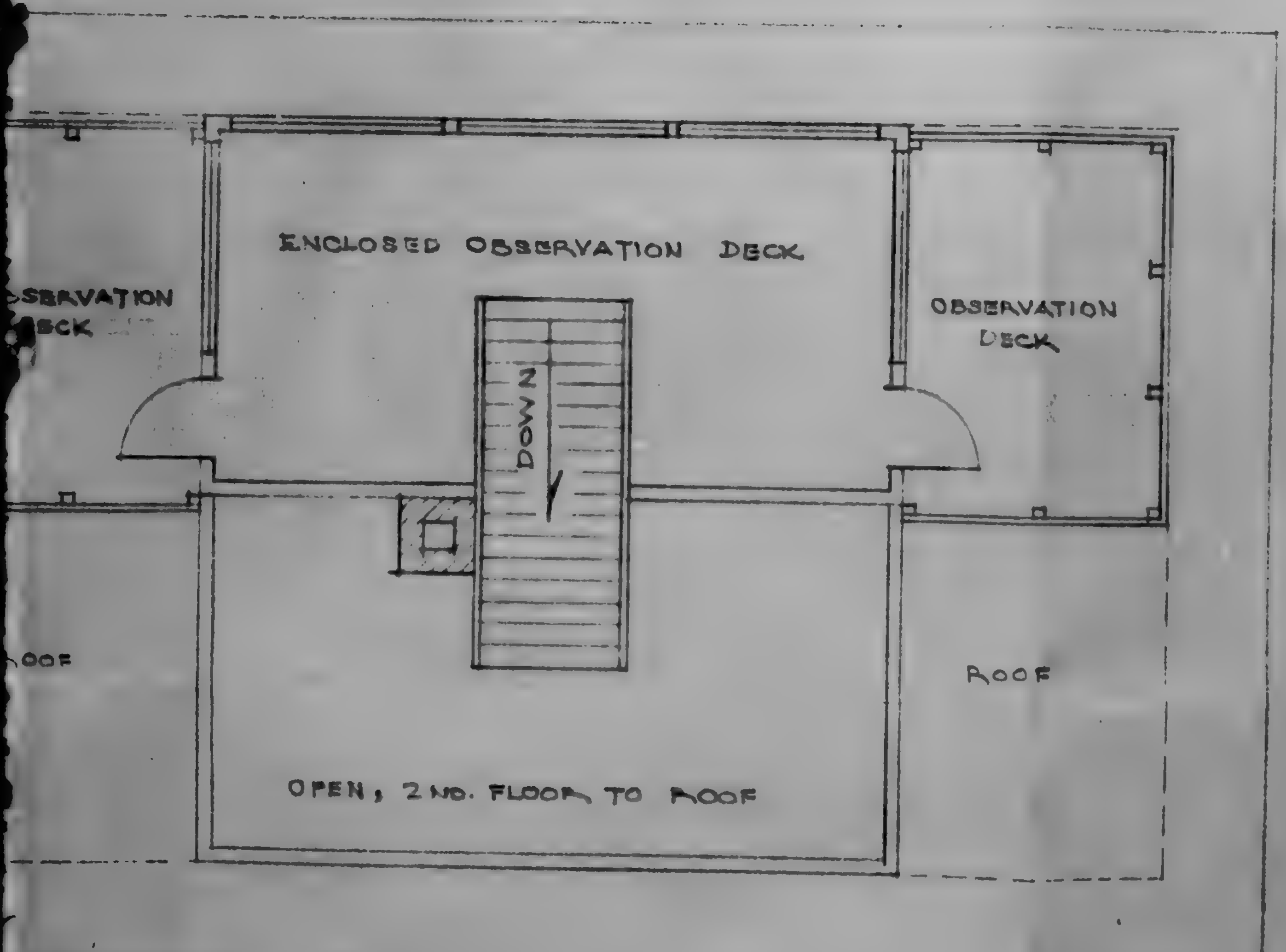


FLOOR · PLAN

SCALE 1/8" = 1'-0"

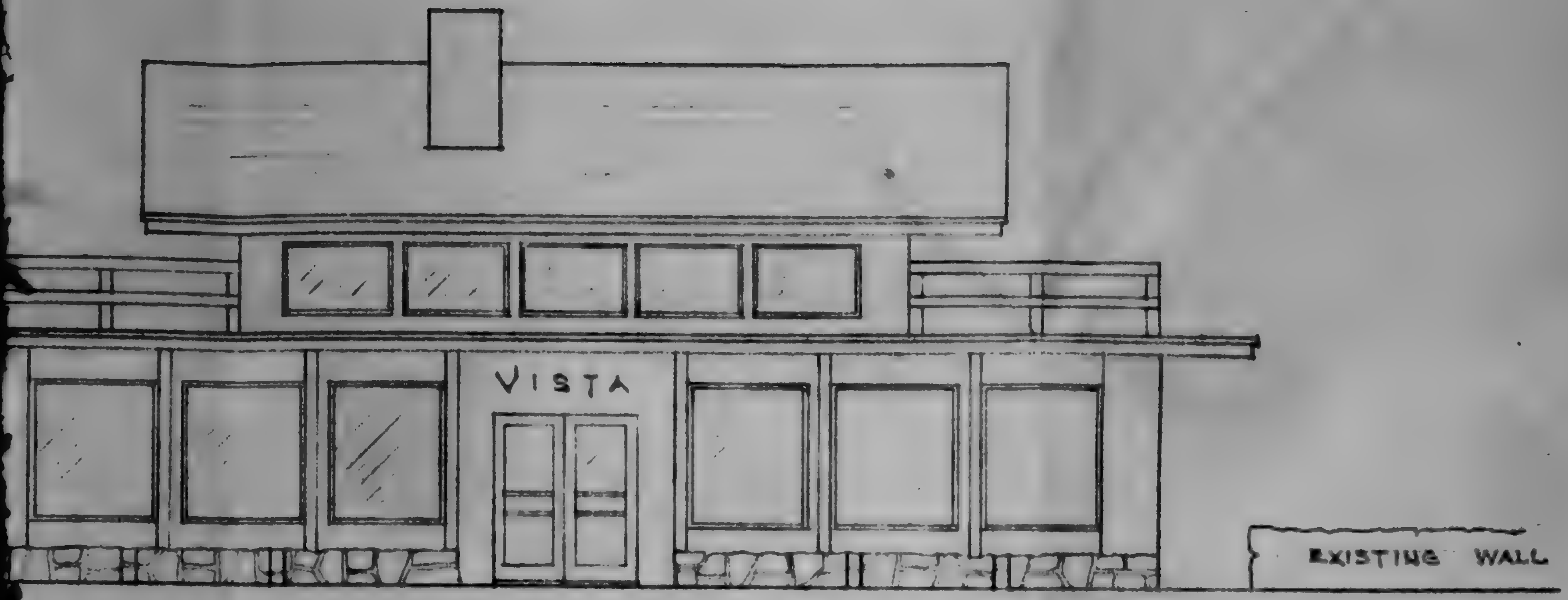


EAST · ELEVATION

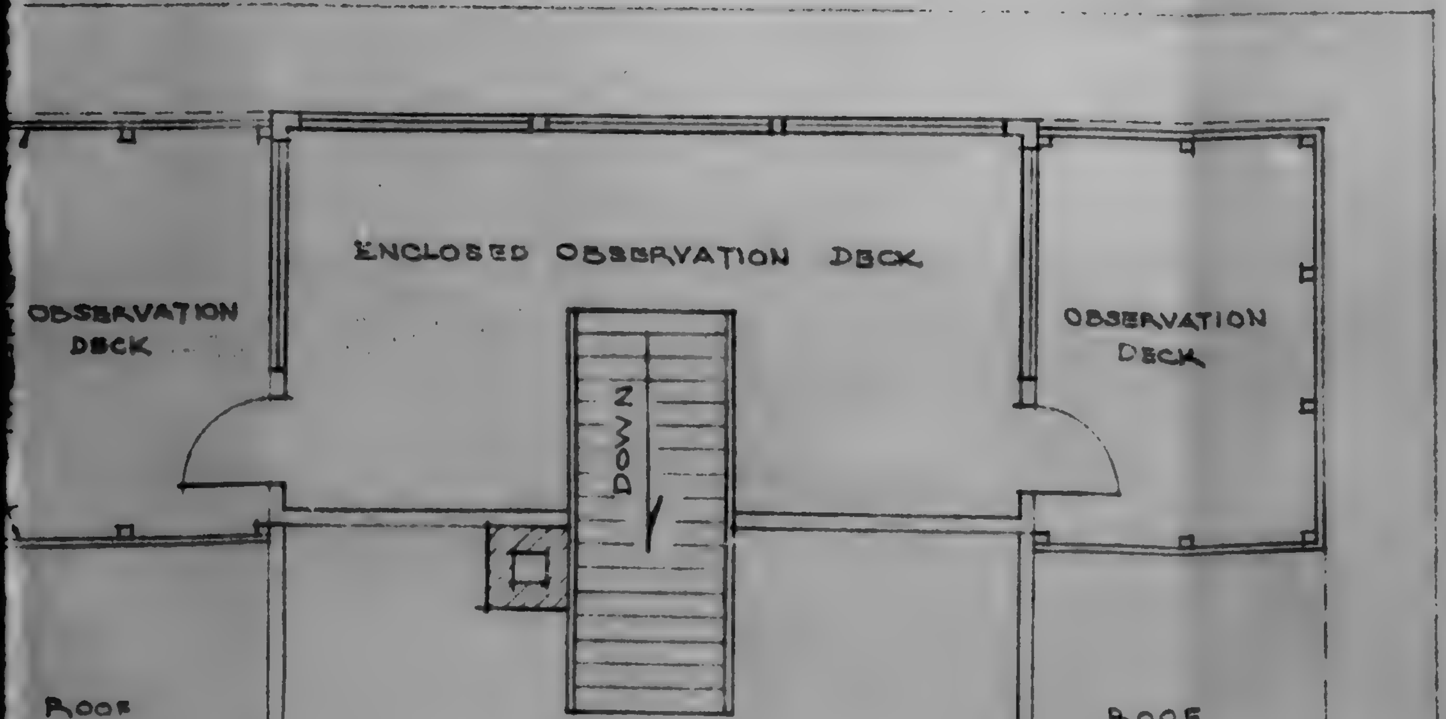


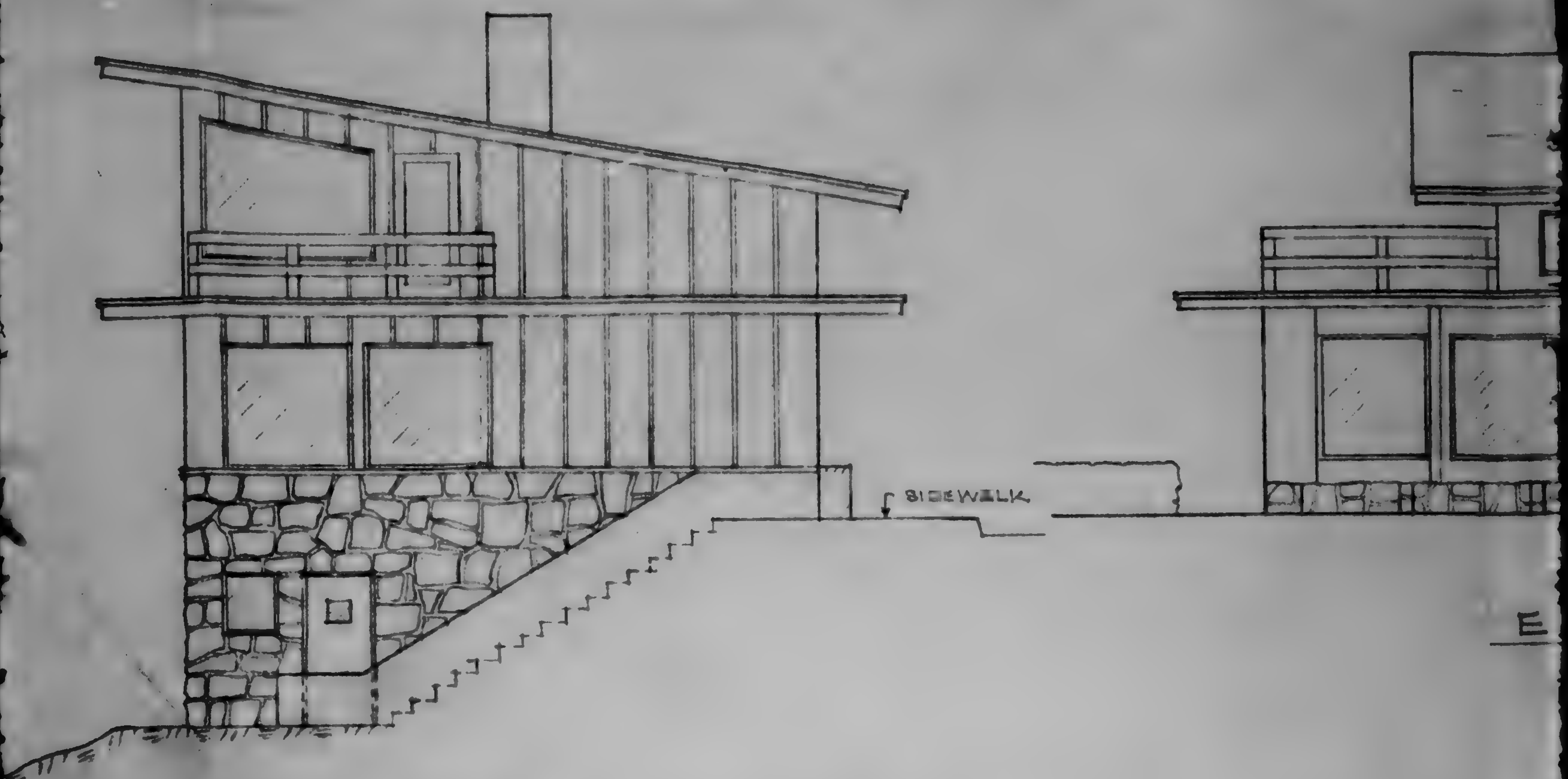
FLOOR PLAN OF OBSERVATION DECK

OREGON
STATE HIGHWAY DEPARTMENT
CONCESSION & COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY

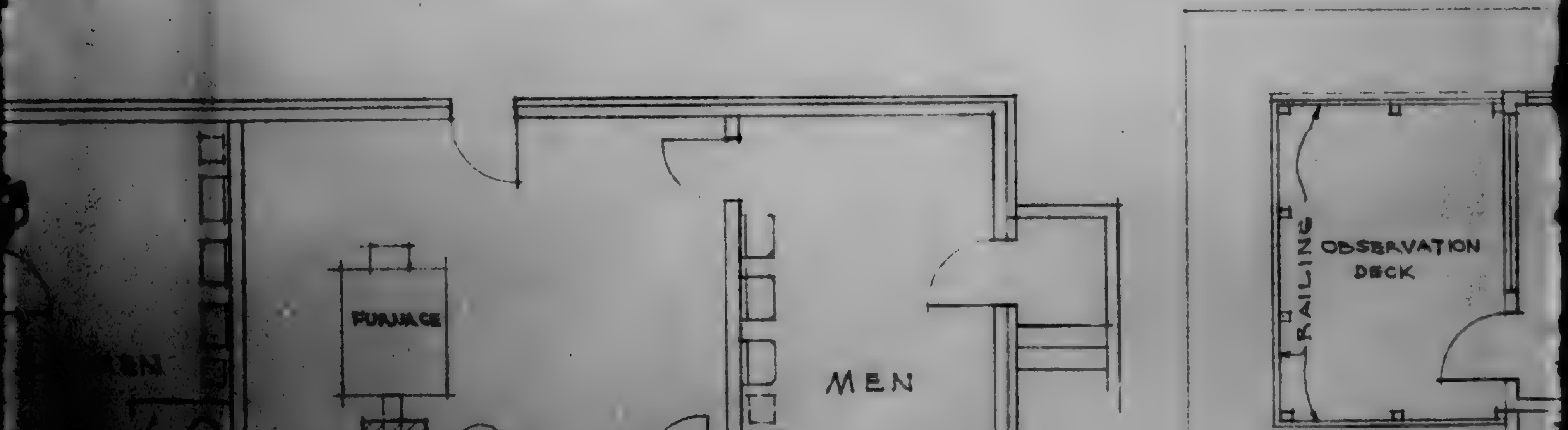


EAST · ELEVATION





NORTH & SOUTH ELEVATION

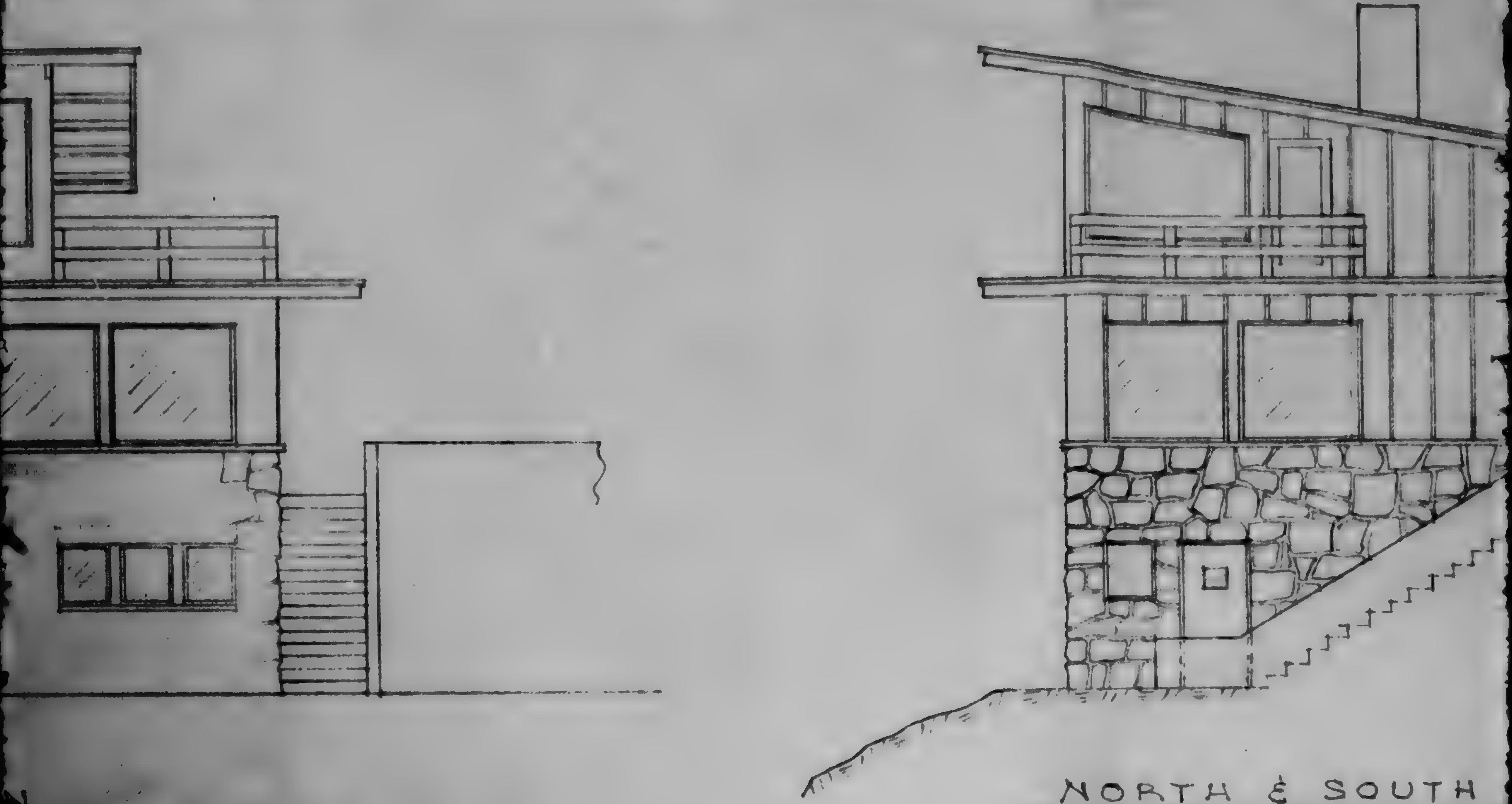


FLOOR PLAN OF TOILETS

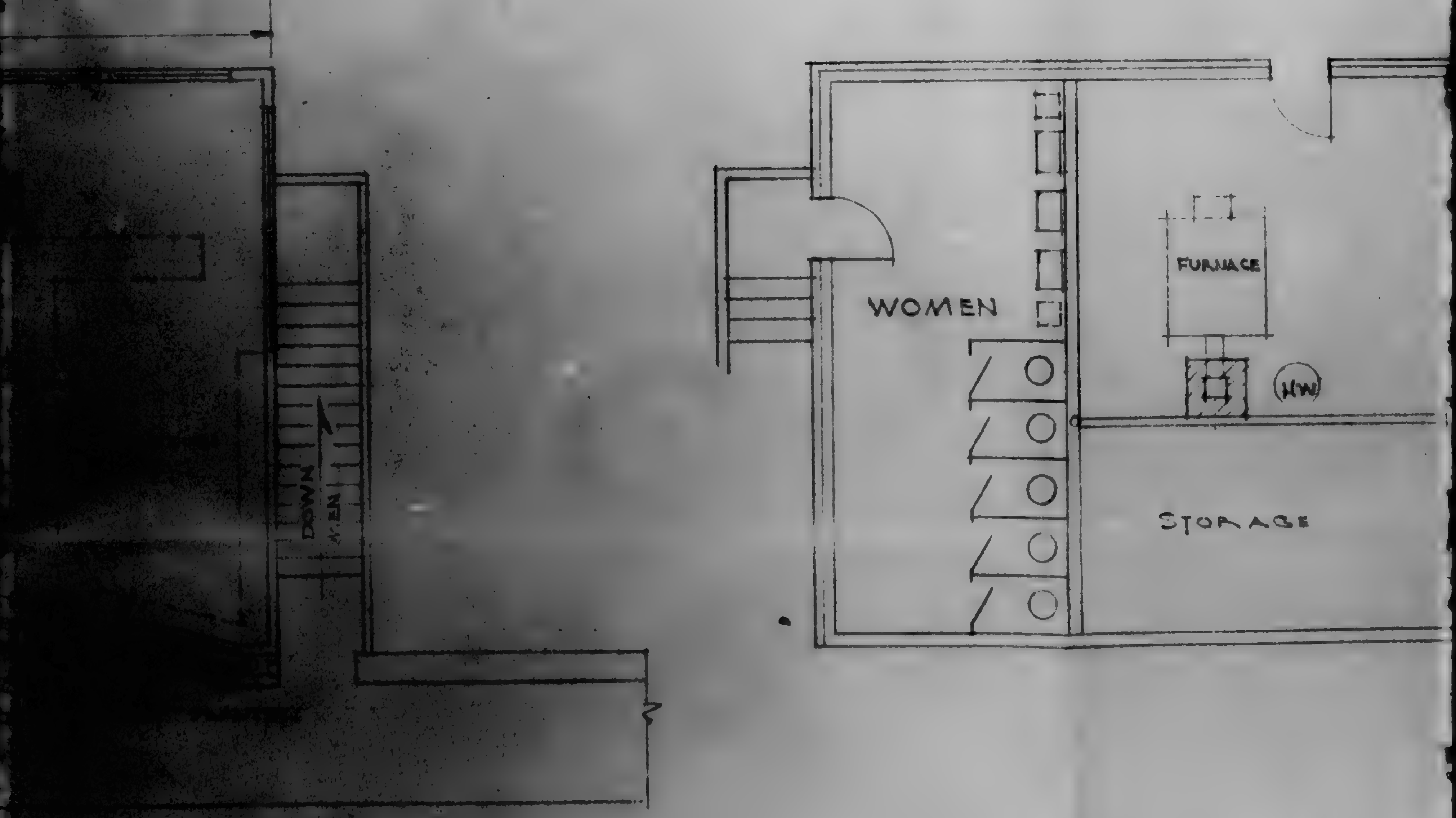
1ST. FLOOR

FLOO

SCHEME "B"



NORTH & SOUTH

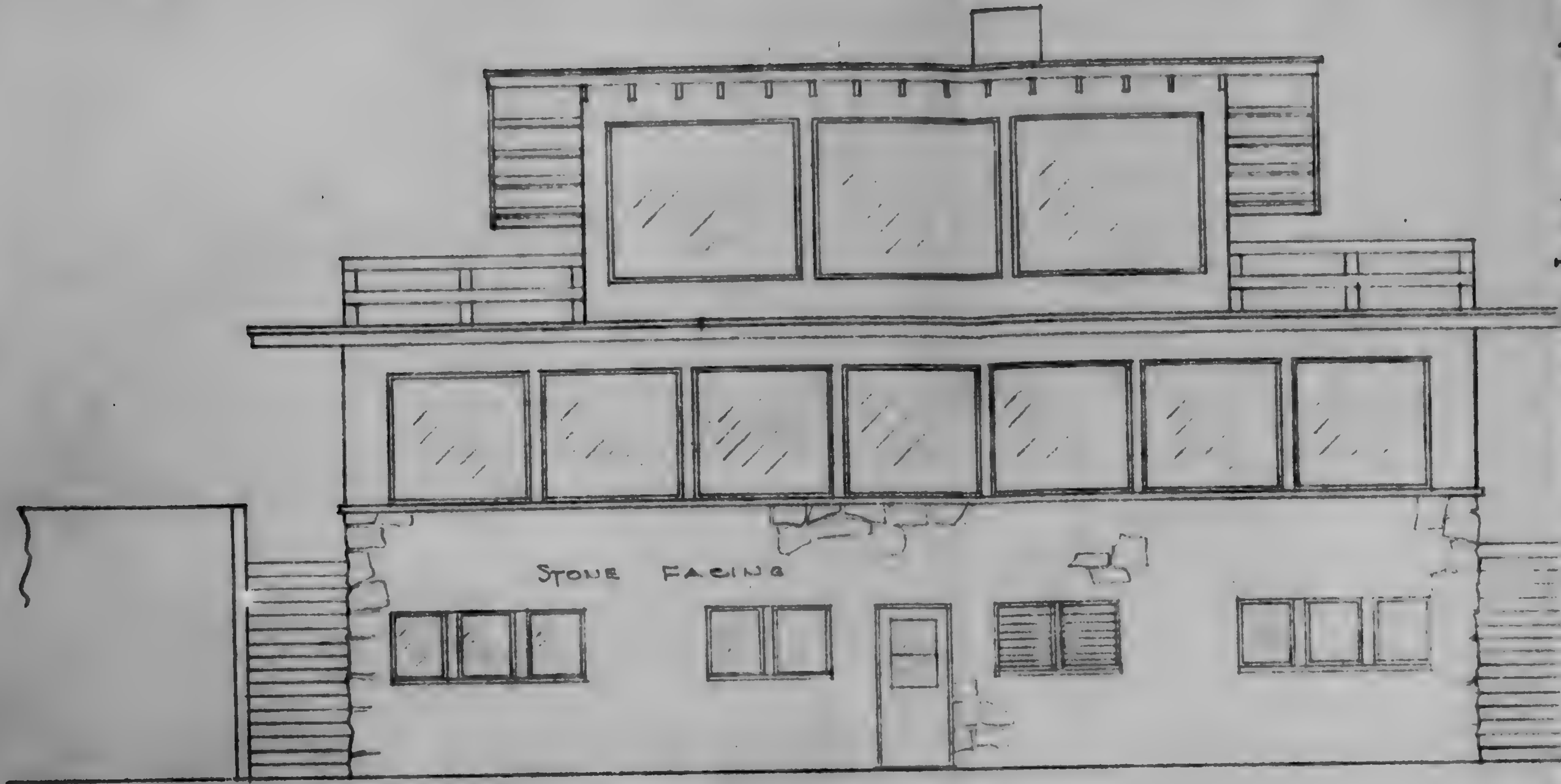


ON

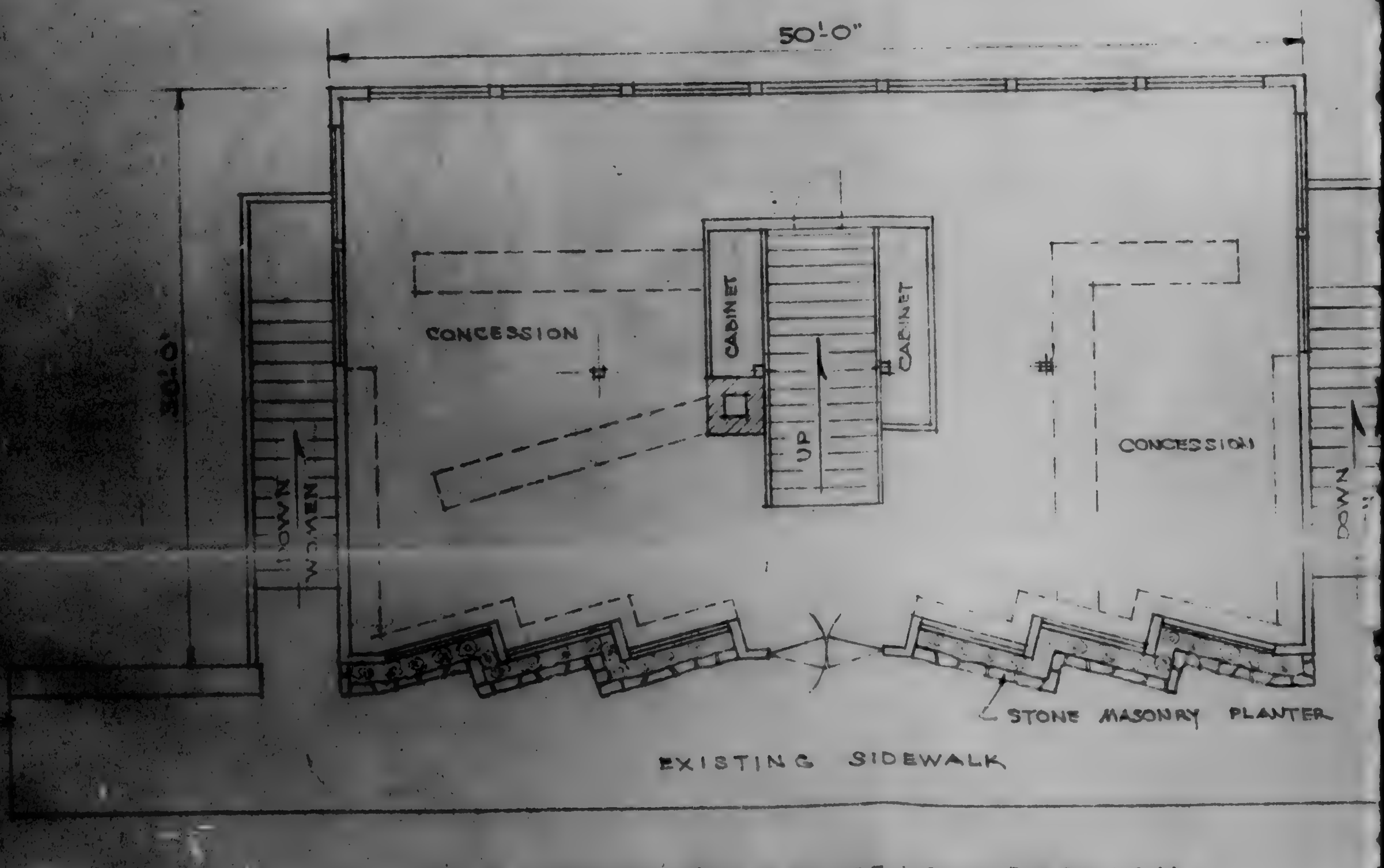
FLOOR PLAN OF

1ST FLOOR

SCHEME "

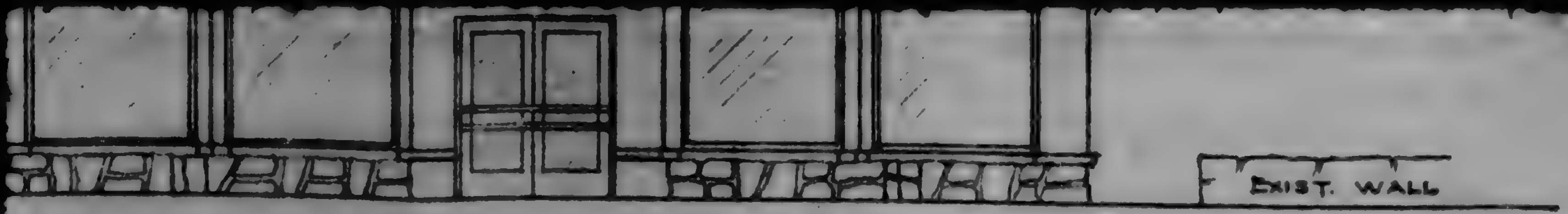


WEST · ELEVATION



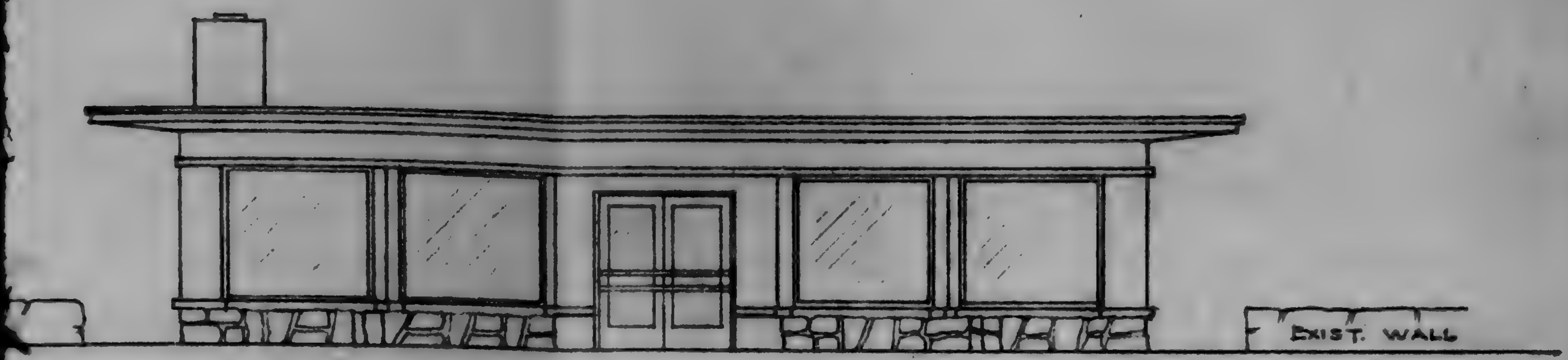
FLOOR PLAN OF CONCESSION

2ND. FLOOR

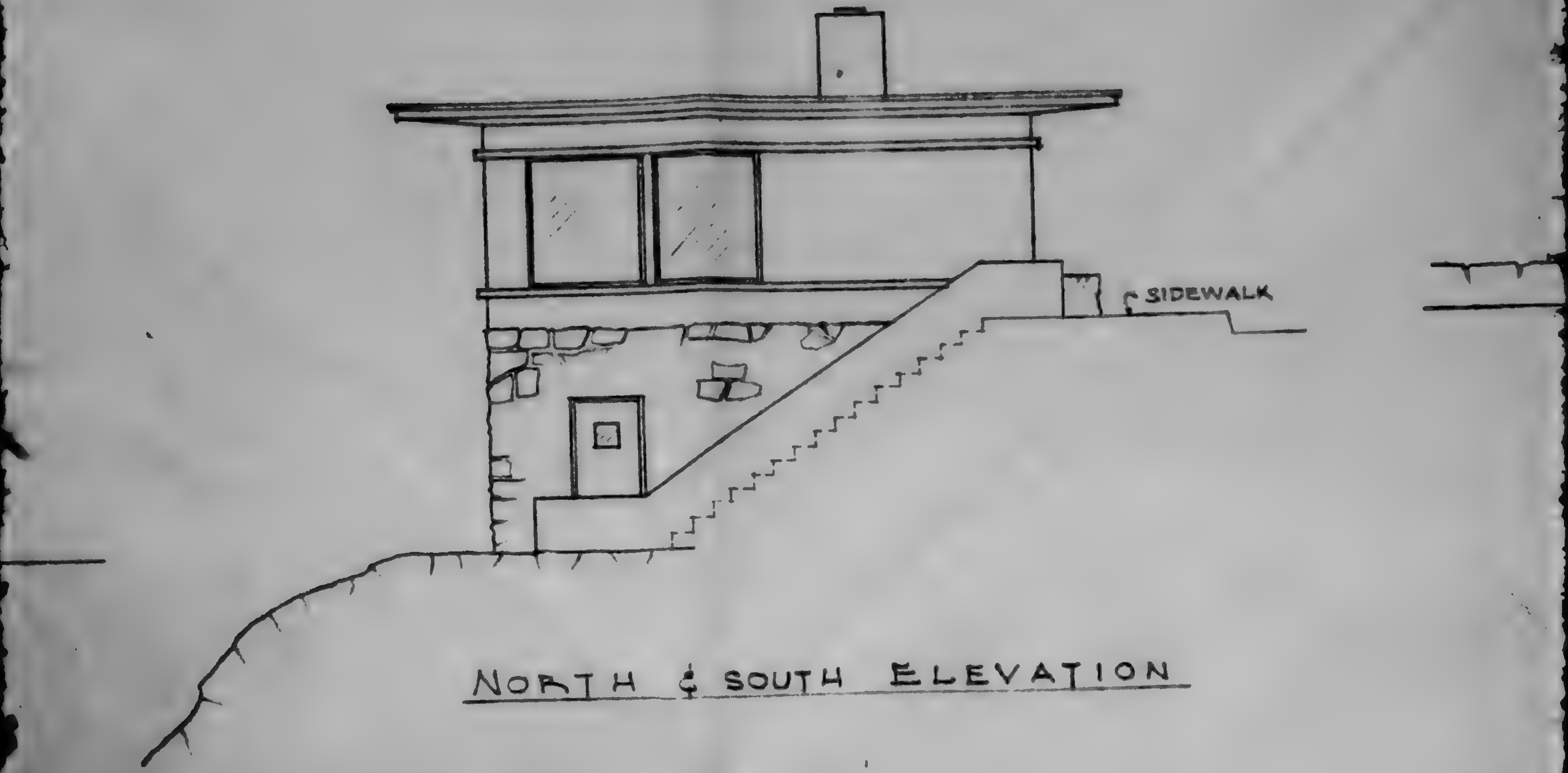


EAST • ELEVATION

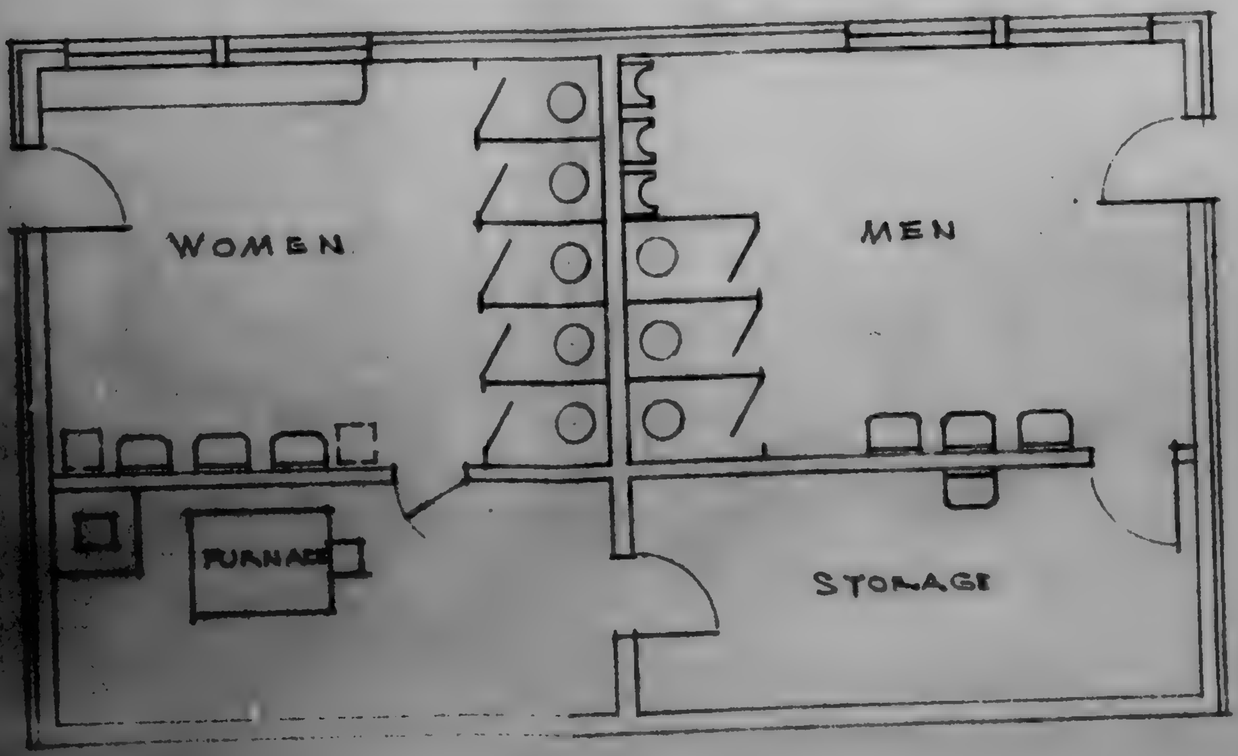
OREGON
STATE HIGHWAY DEPARTMENT
CONCESSION & COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY C.C. SCHNEIDER JOB NO. 7353
JULY 20, 1955 DRAWING S-235



EAST - ELEVATION

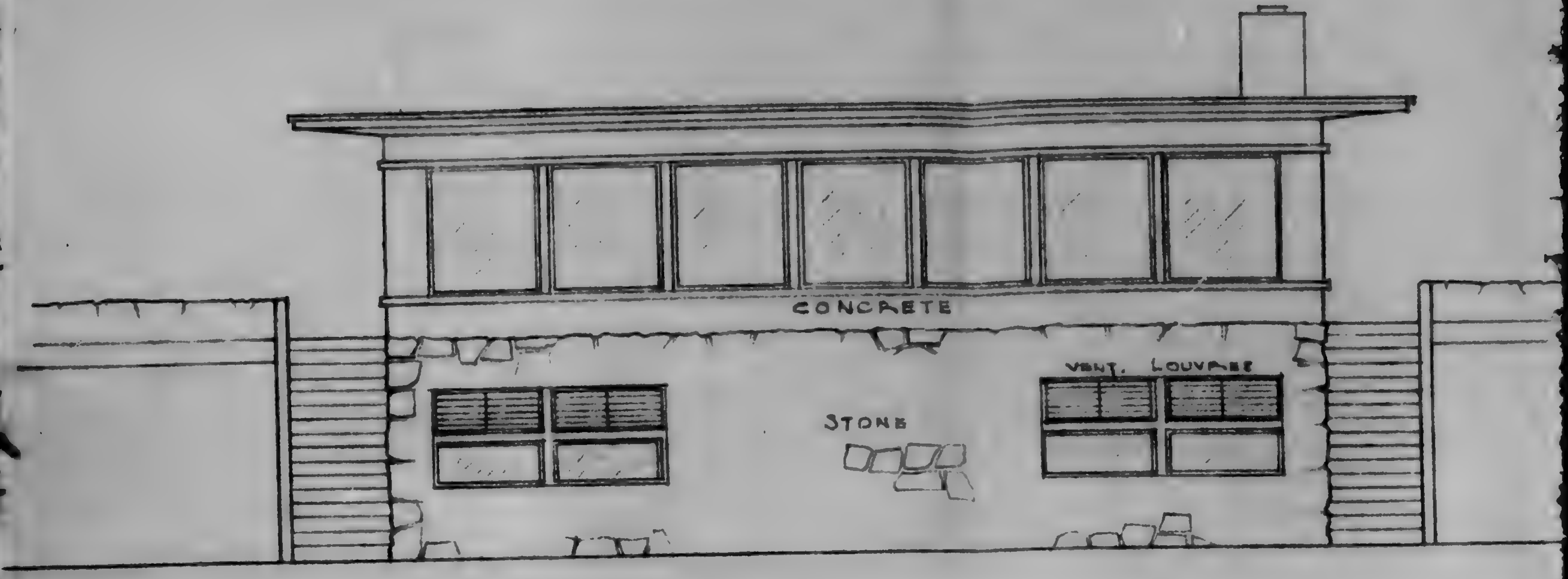


NORTH & SOUTH ELEVATION

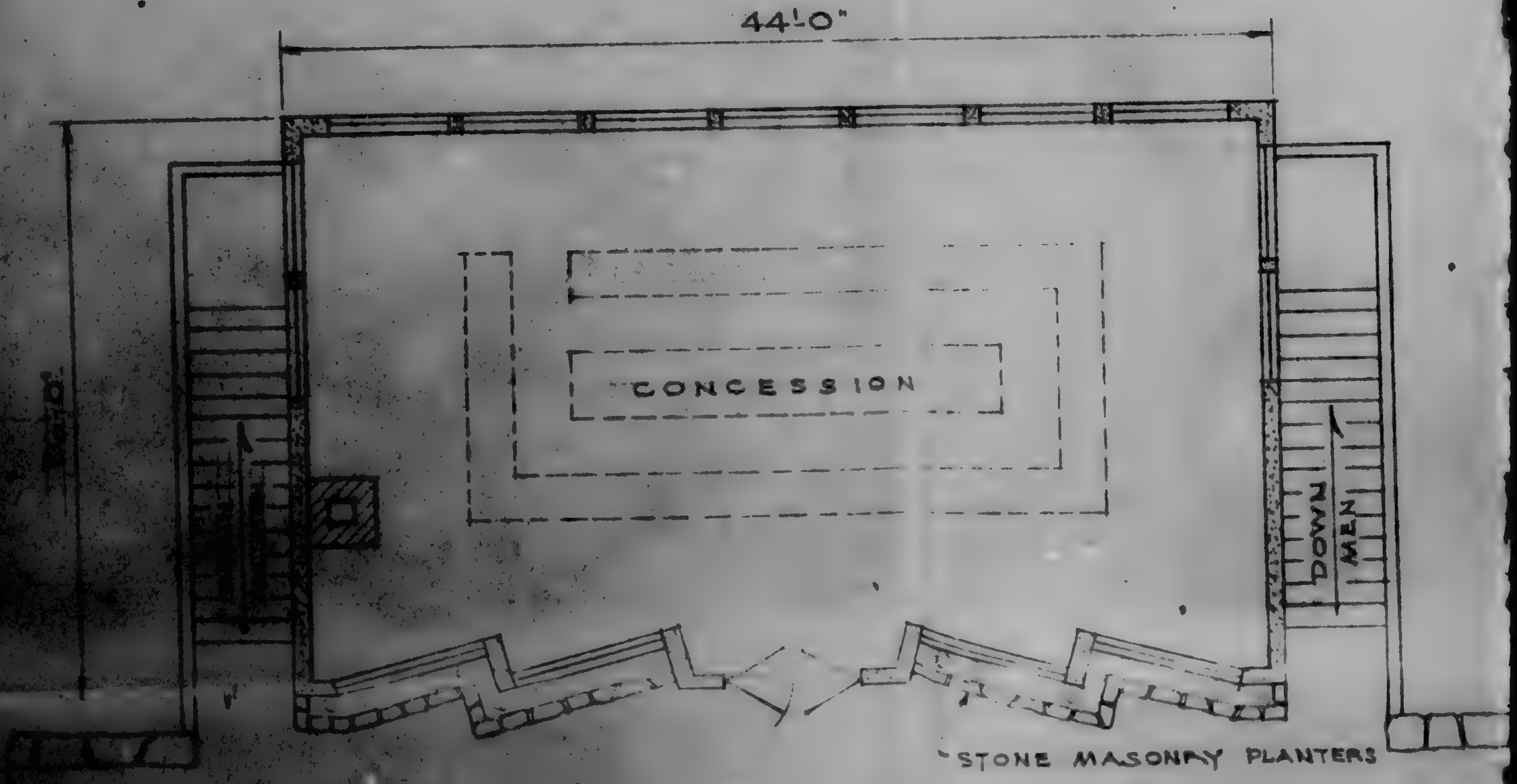


FLOOR PLAN OF TOILETS

SCHEME "C"

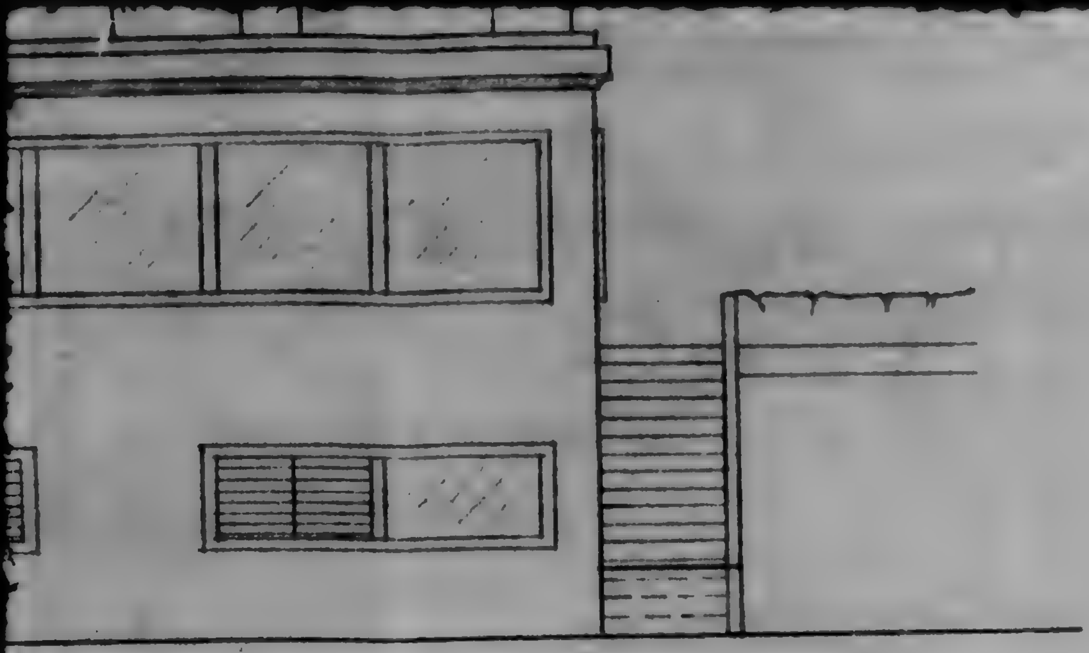


WEST · ELEVATION

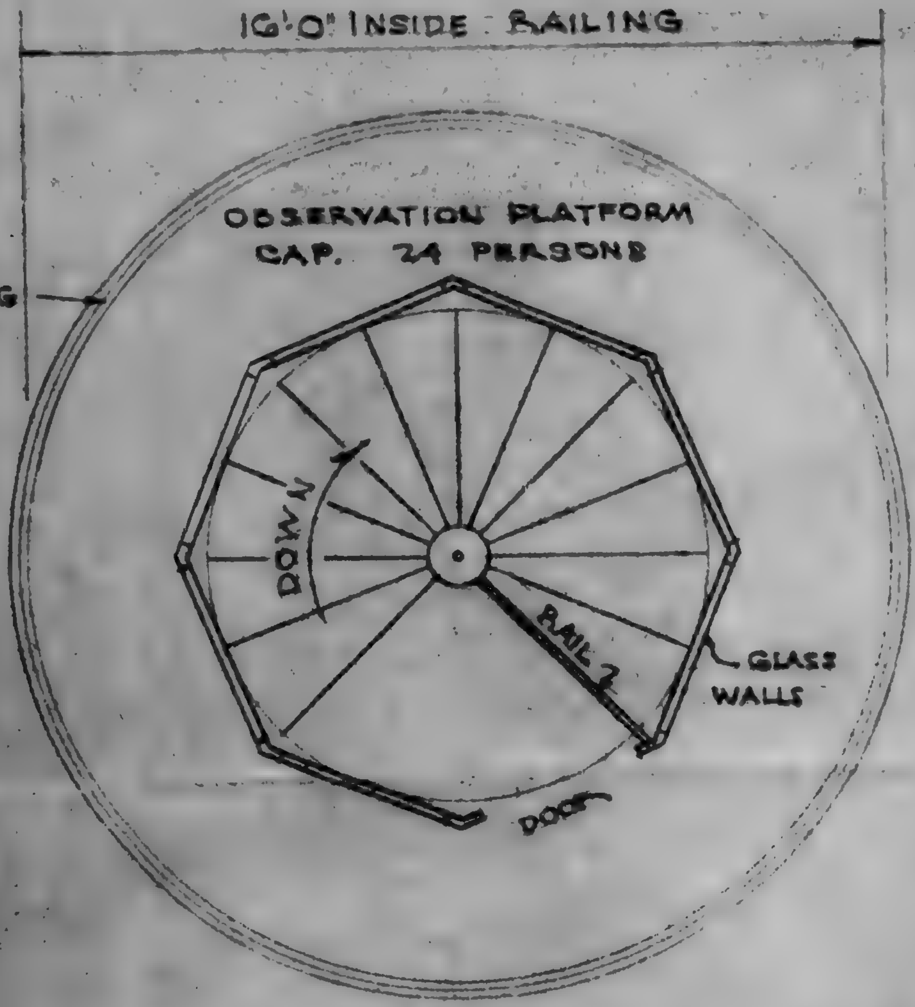


FLOOR PLAN OF CONCESSION

SCALE 1/8" = 1'-0"



ELEVATION

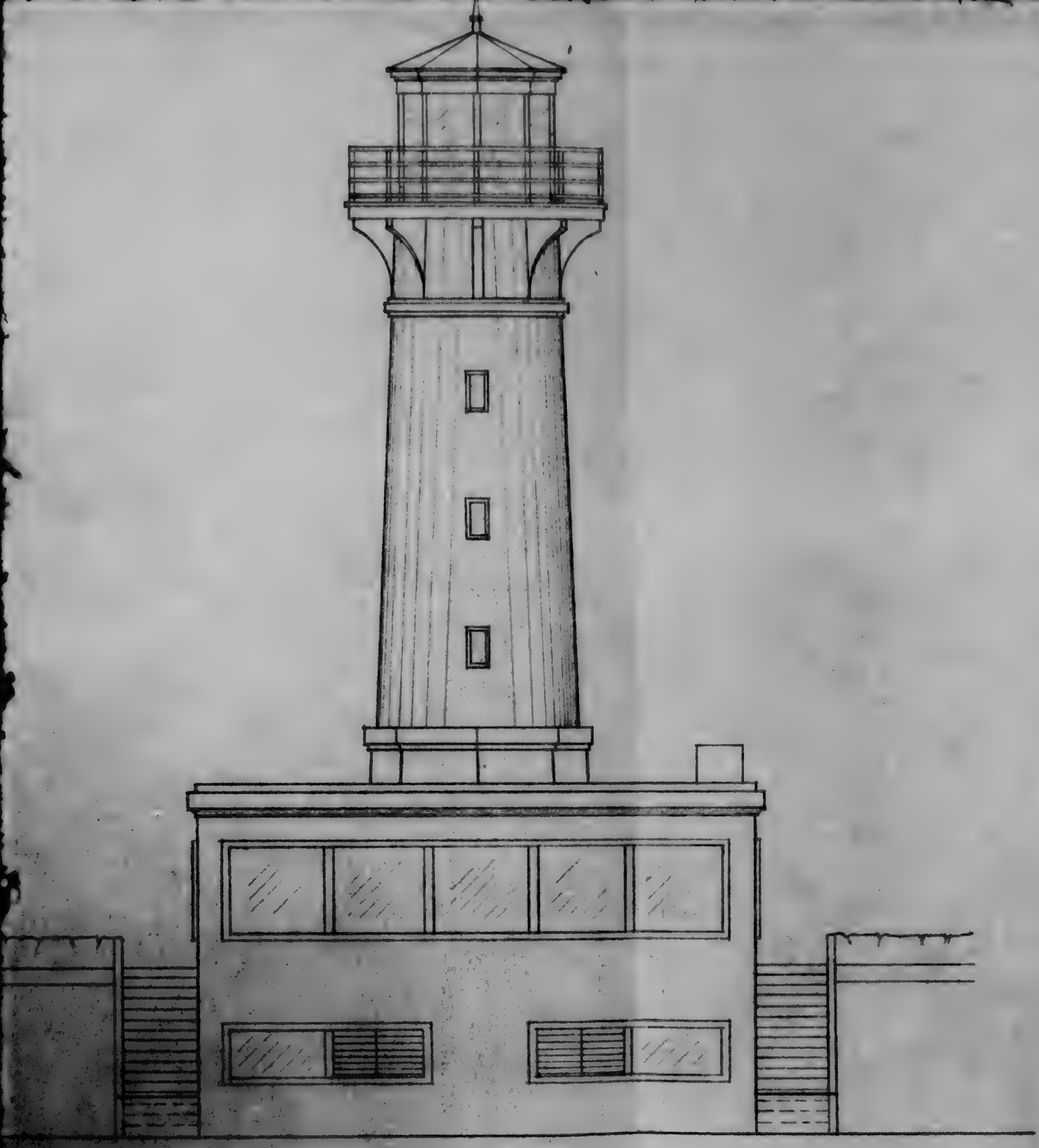


TWEEN
[illegible] 7½" [illegible]

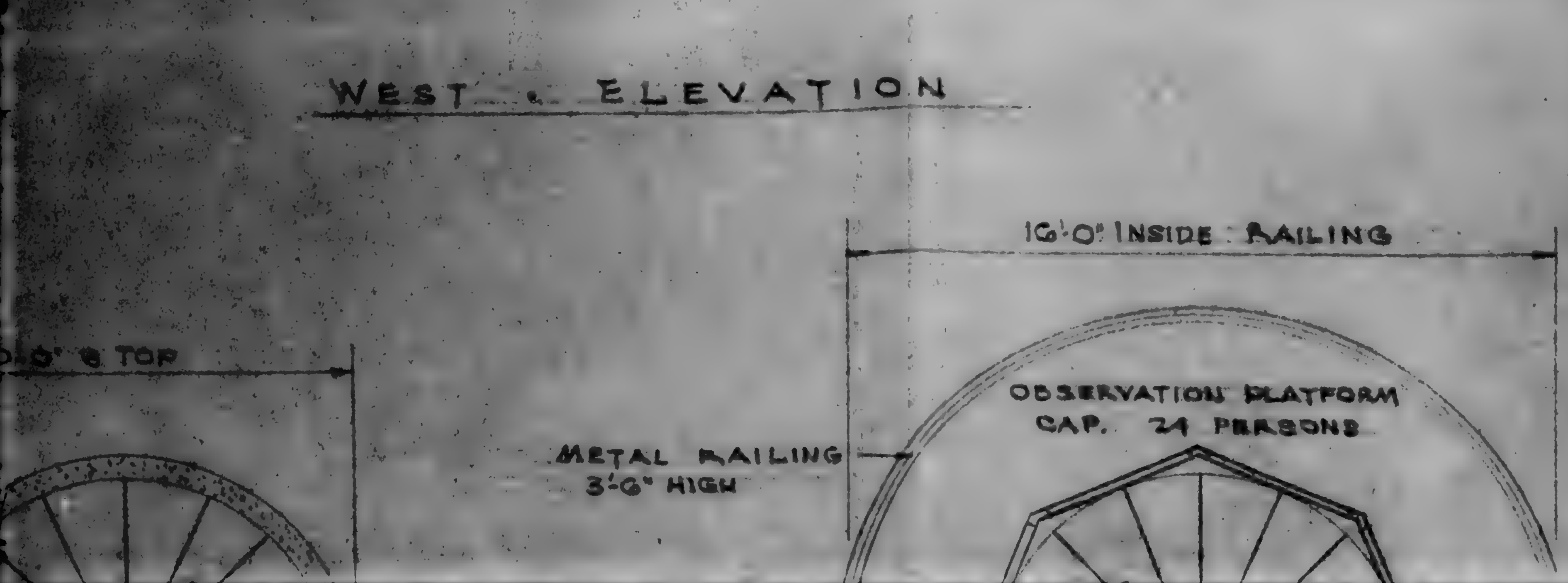
EVERY

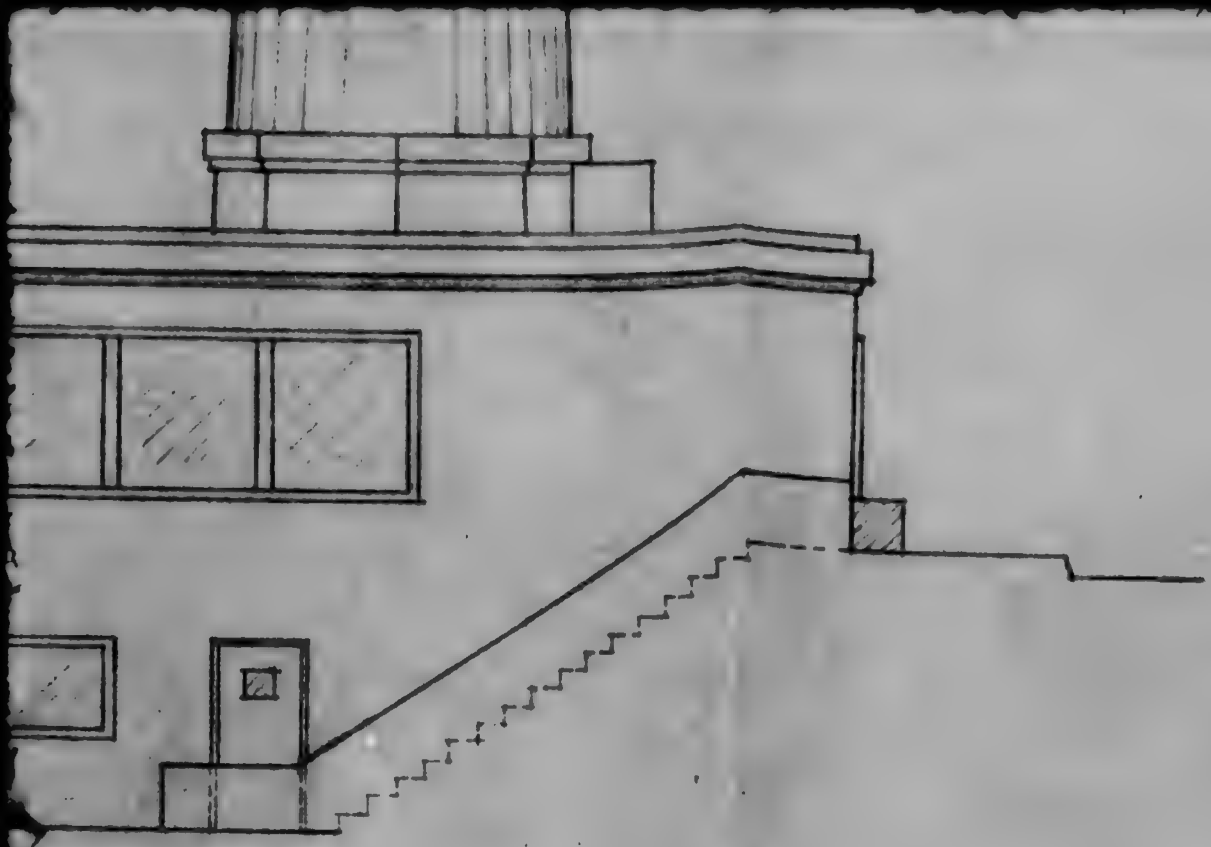
PLAN OF OBSERVATION PLATFORM
SCALE ¼" = 1'-0"

OREGON
STATE HIGHWAY DEPARTMENT
CONCESSION & COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY C.G. Schneider JOB NO. 7353
JULY 20, 1935 DRAWING S-236

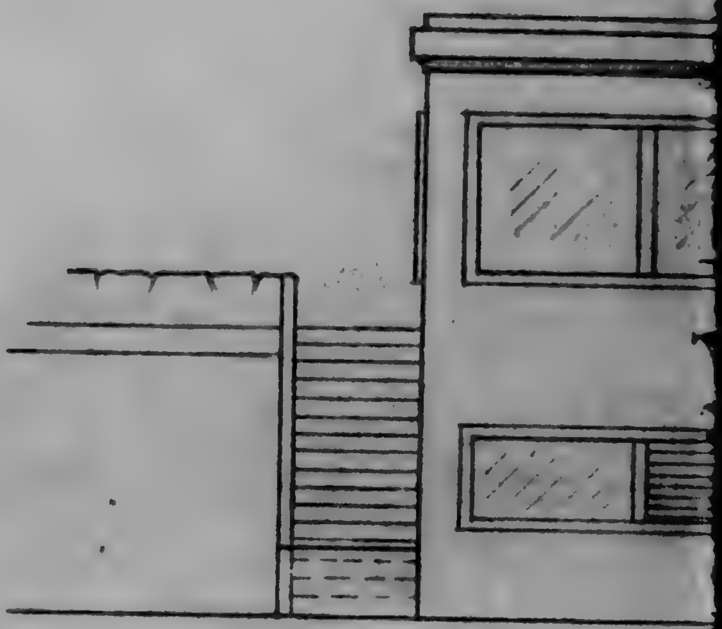


WEST ELEVATION

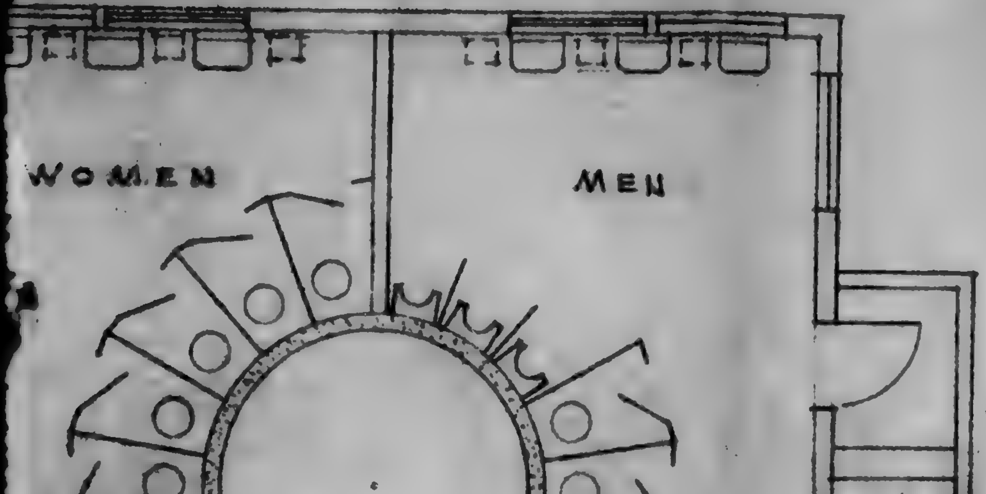




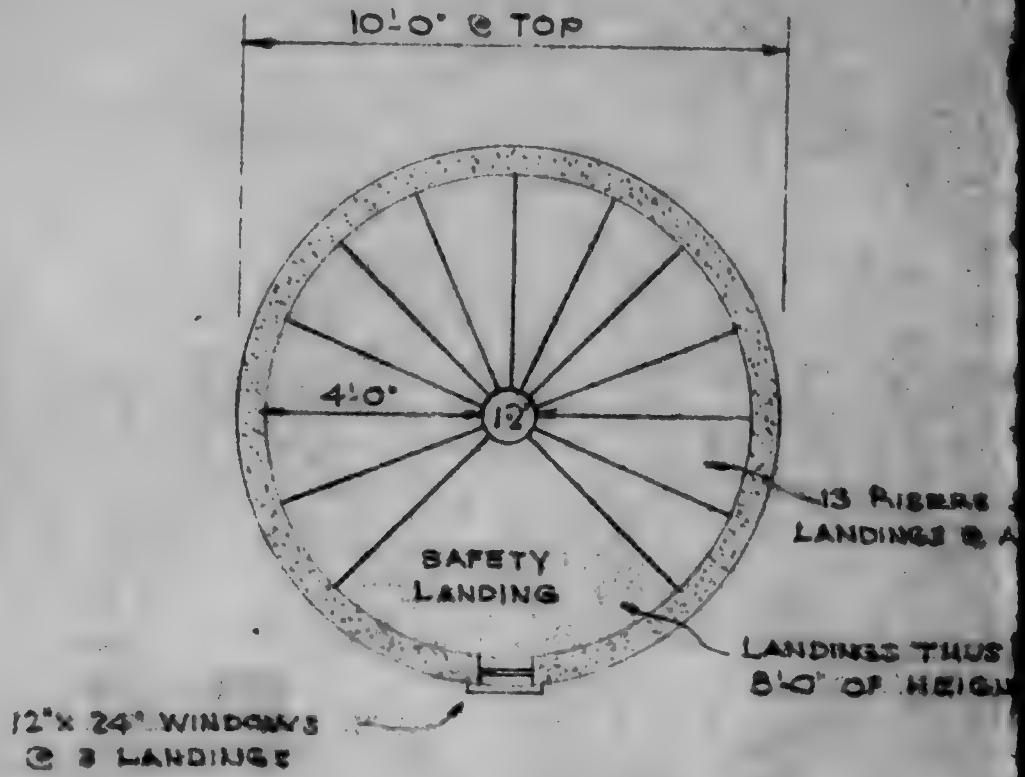
ORTH & SOUTH ELEVATION



WEST



PLAN OF REST ROOMS



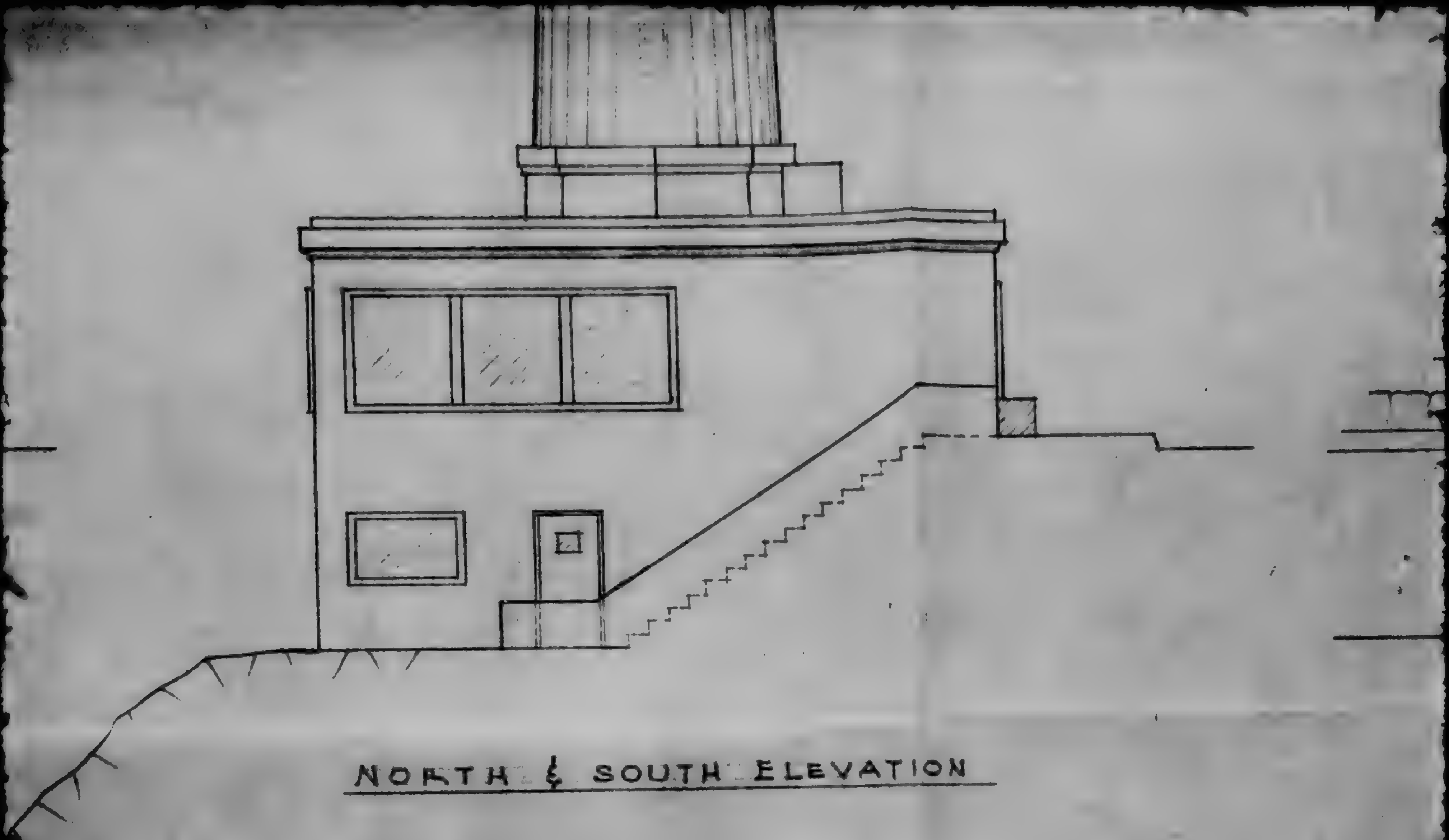
13 RISERS
LANDINGS @ A

LANDINGS THUS
8'-0" OF HEIG

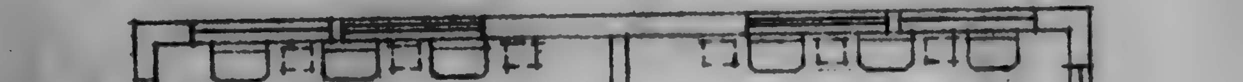
12"x 24" WINDOWS
@ 3 LANDINGS

SECT. THRU TOWER
MINIMUM STAIRS
SCALE 1/4"=1'0"

SCHEME "D"



NORTH & SOUTH ELEVATION

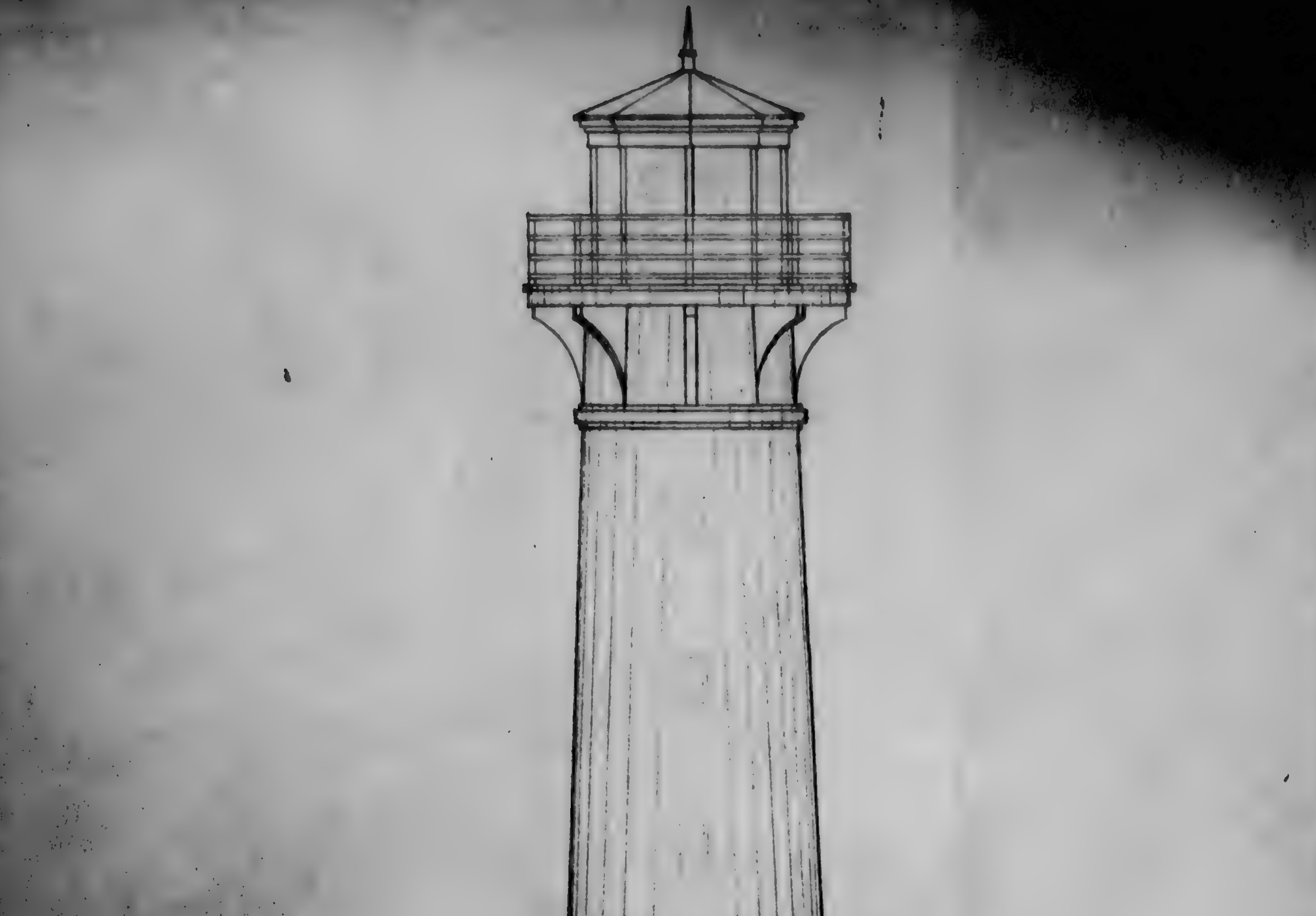


PLAN OF REST ROOMS

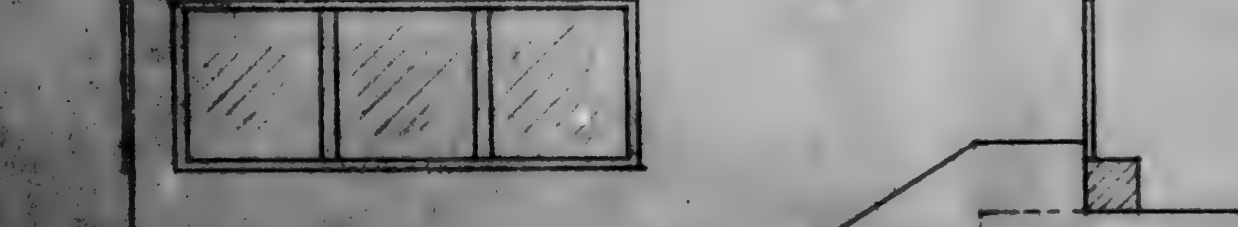
SECT

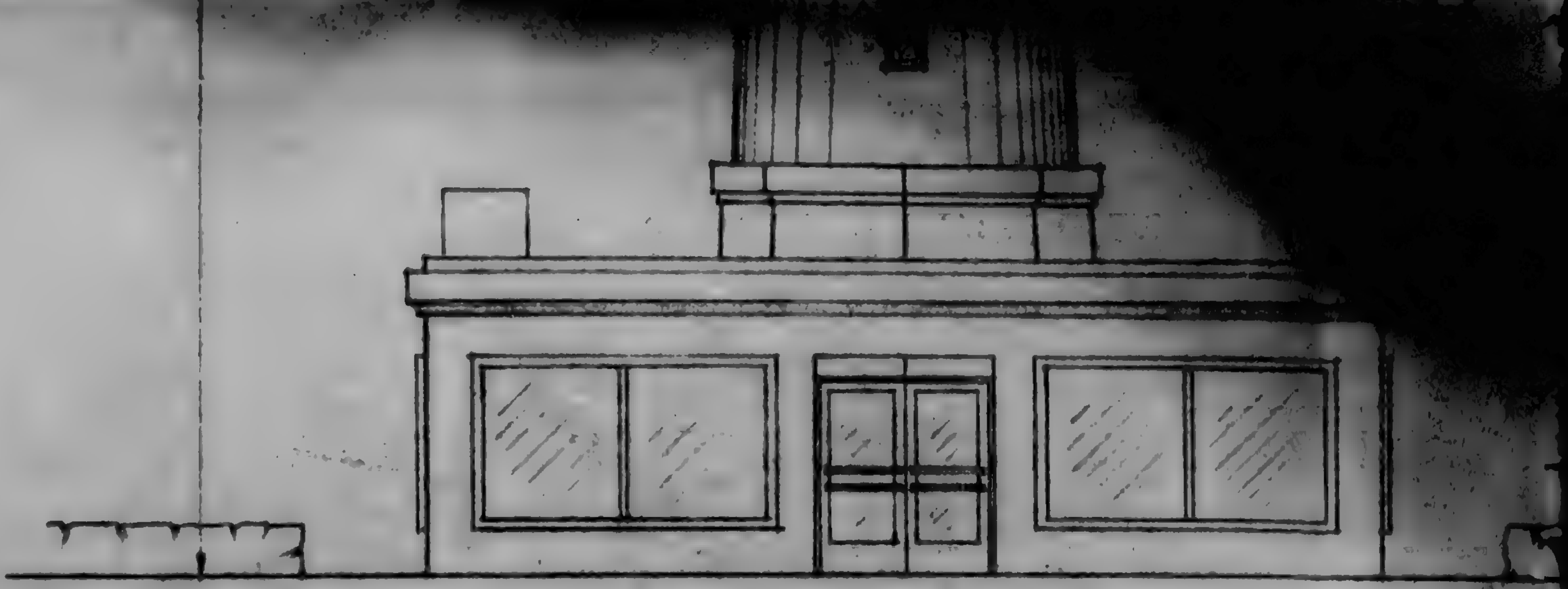
MINIM

S

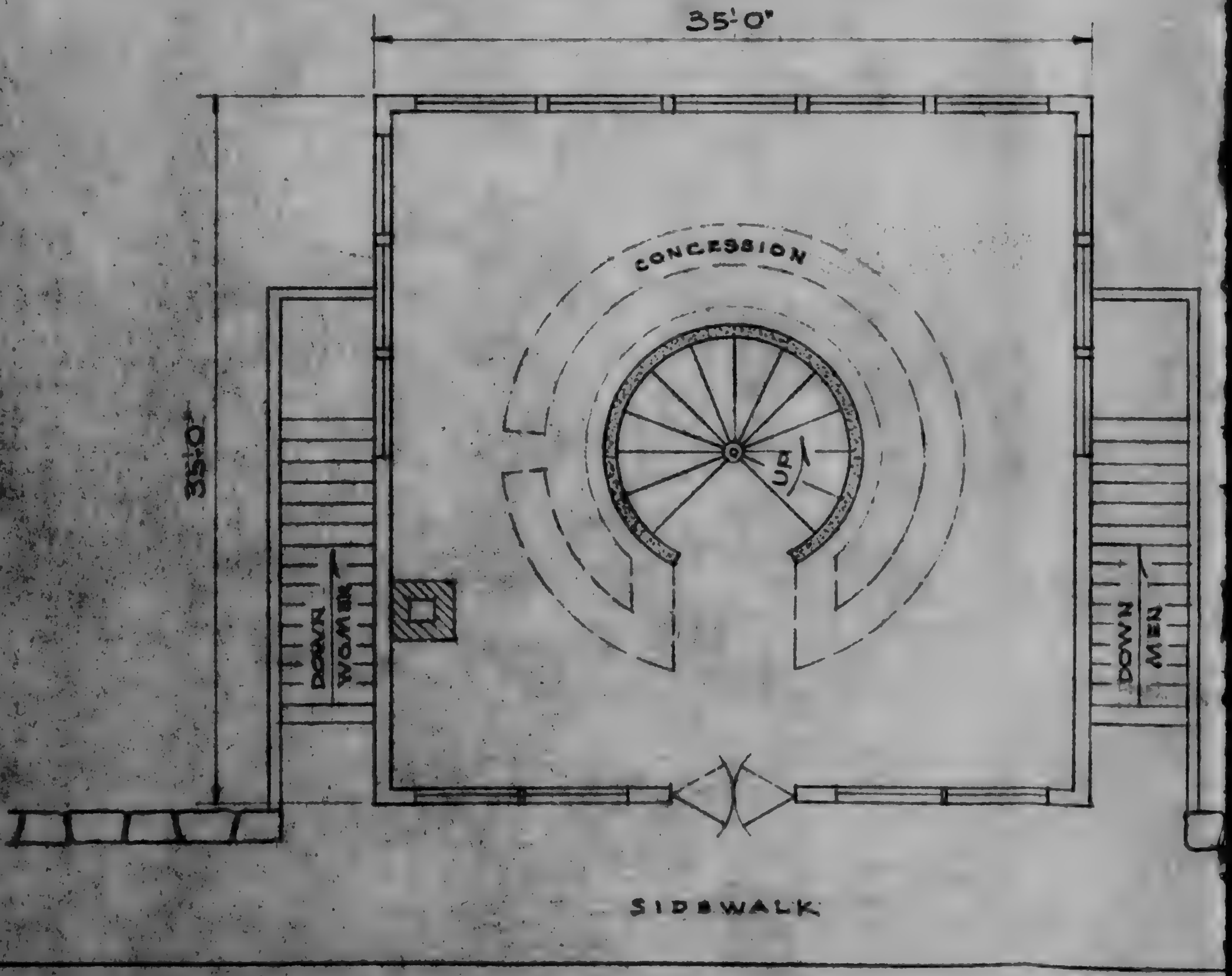


NORTH & SOUTH ELEVATION



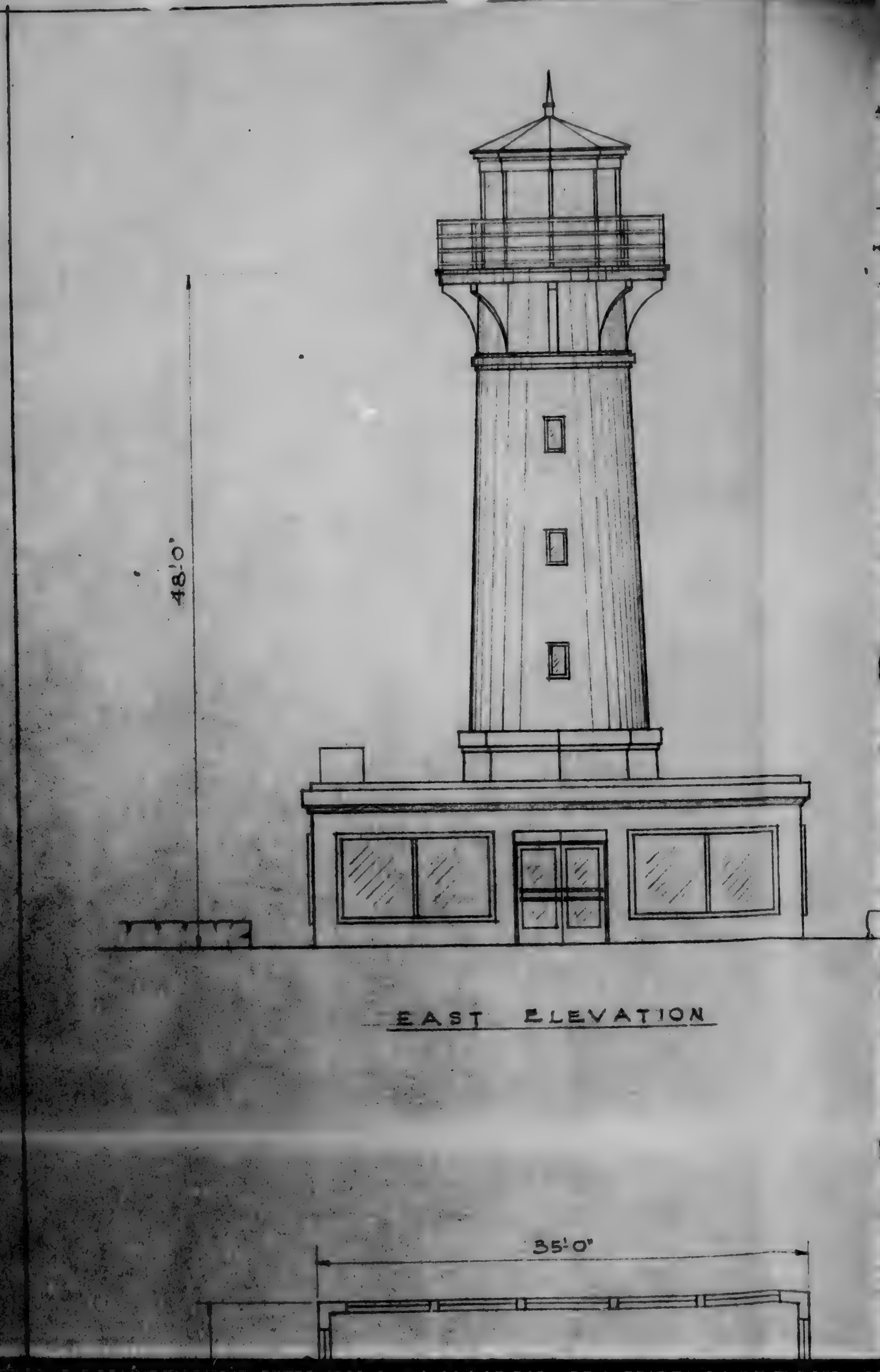


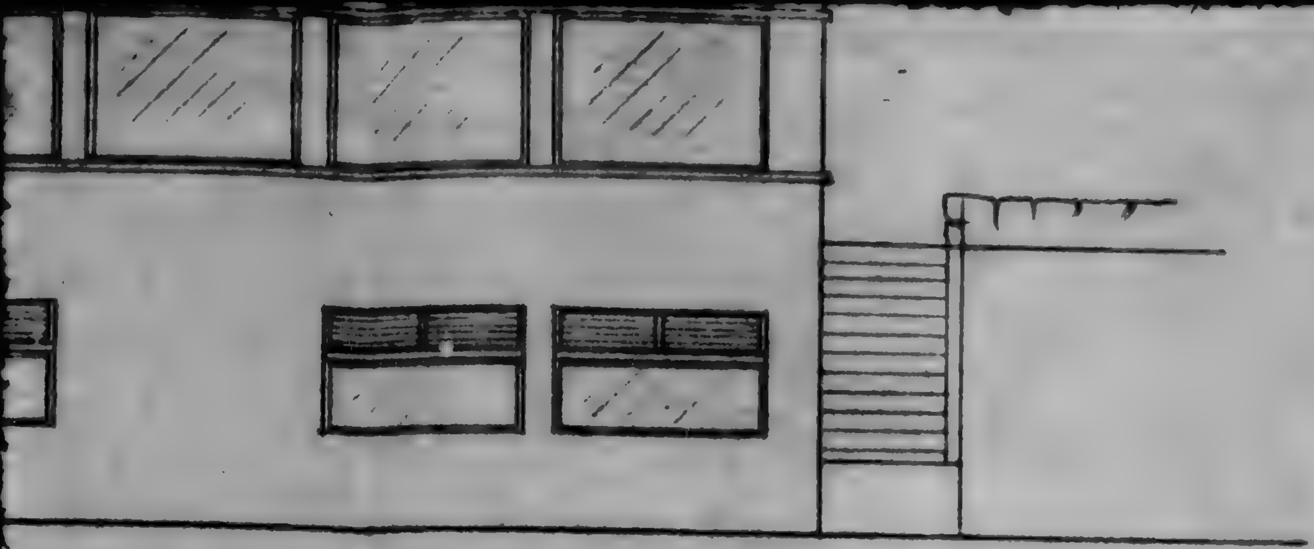
EAST ELEVATION



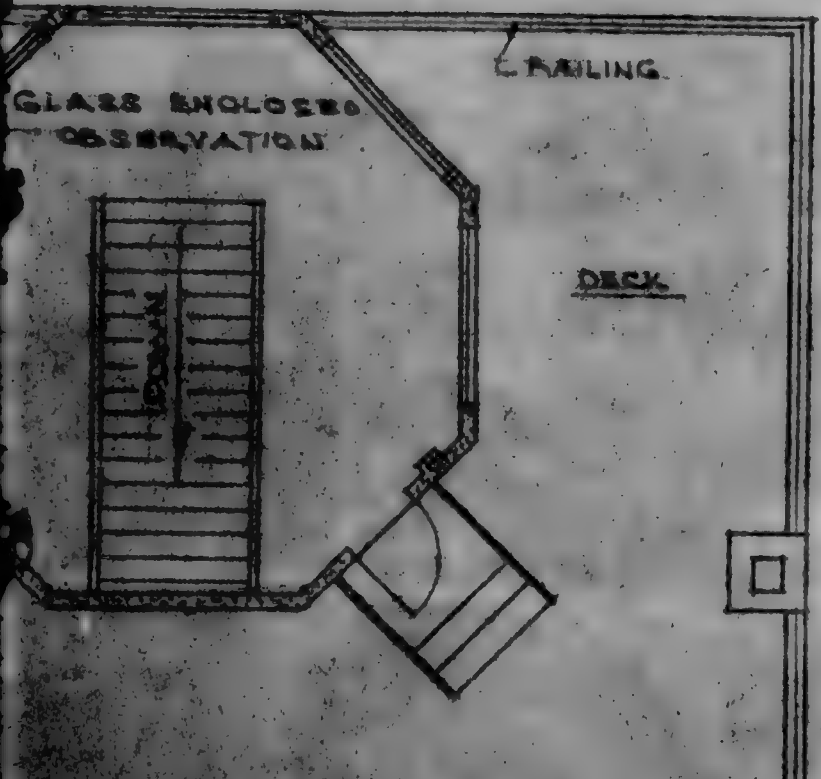
FLOOR PLAN OF CONCESSION

SCALE 1/8" = 1'-0"


48'0"
EAST ELEVATION
35'0"

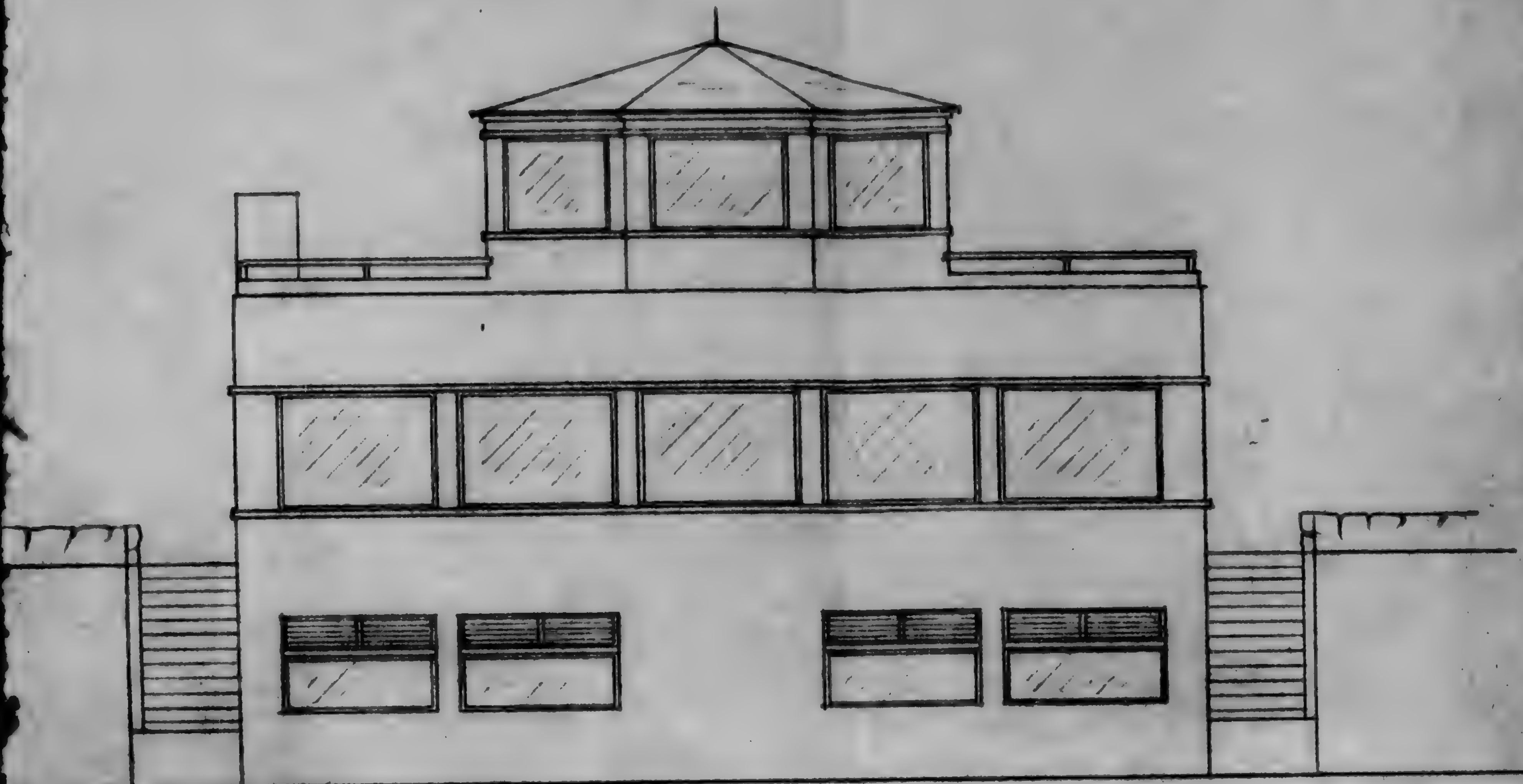


T · ELEVATION



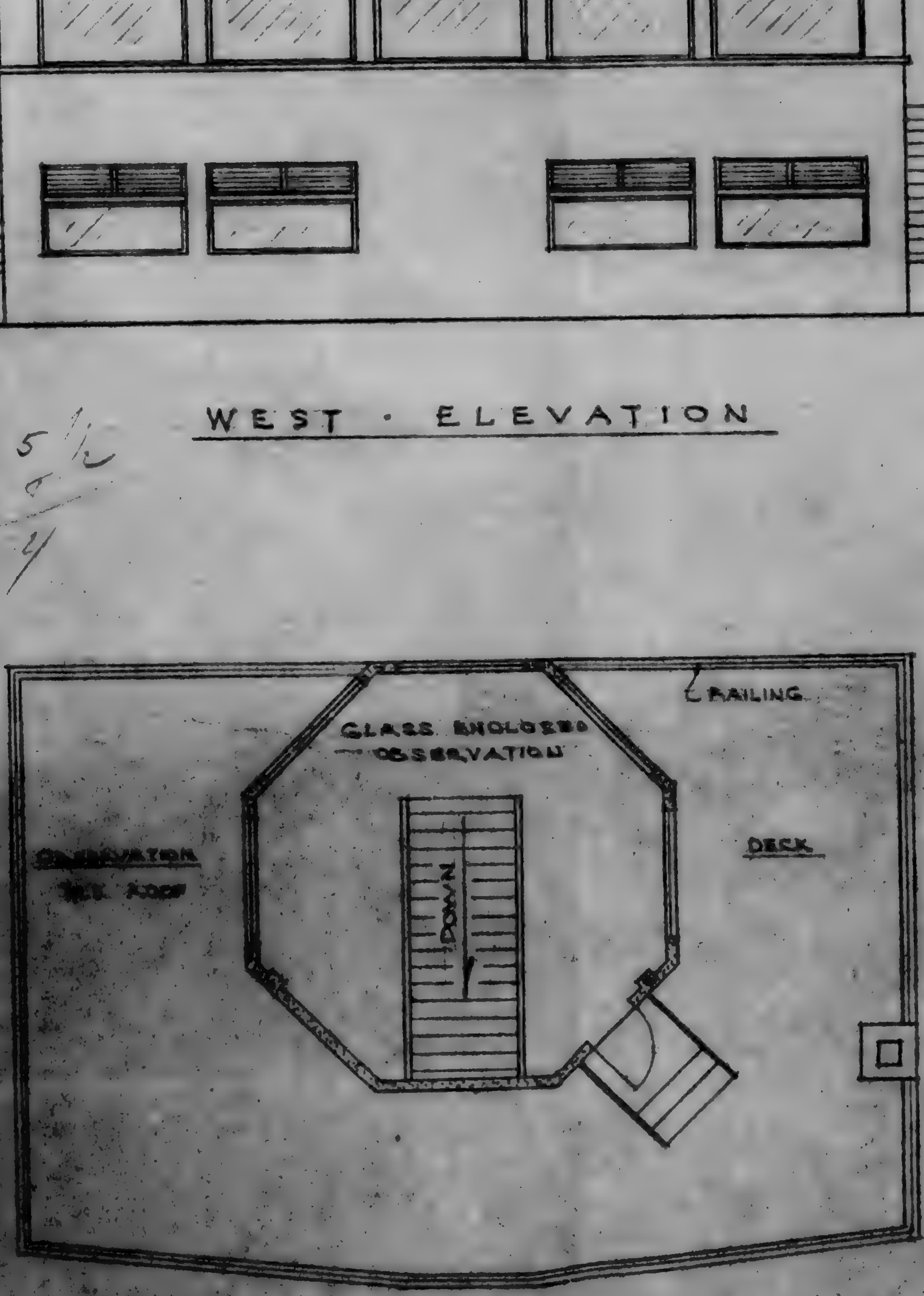
ERVATION DECK

OREGON
STATE HIGHWAY DEPARTMENT
CONCESSION & COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY D.C. SCHNEIDER JOB NO. 7353
JULY 20, 1953 DRAWING S-237



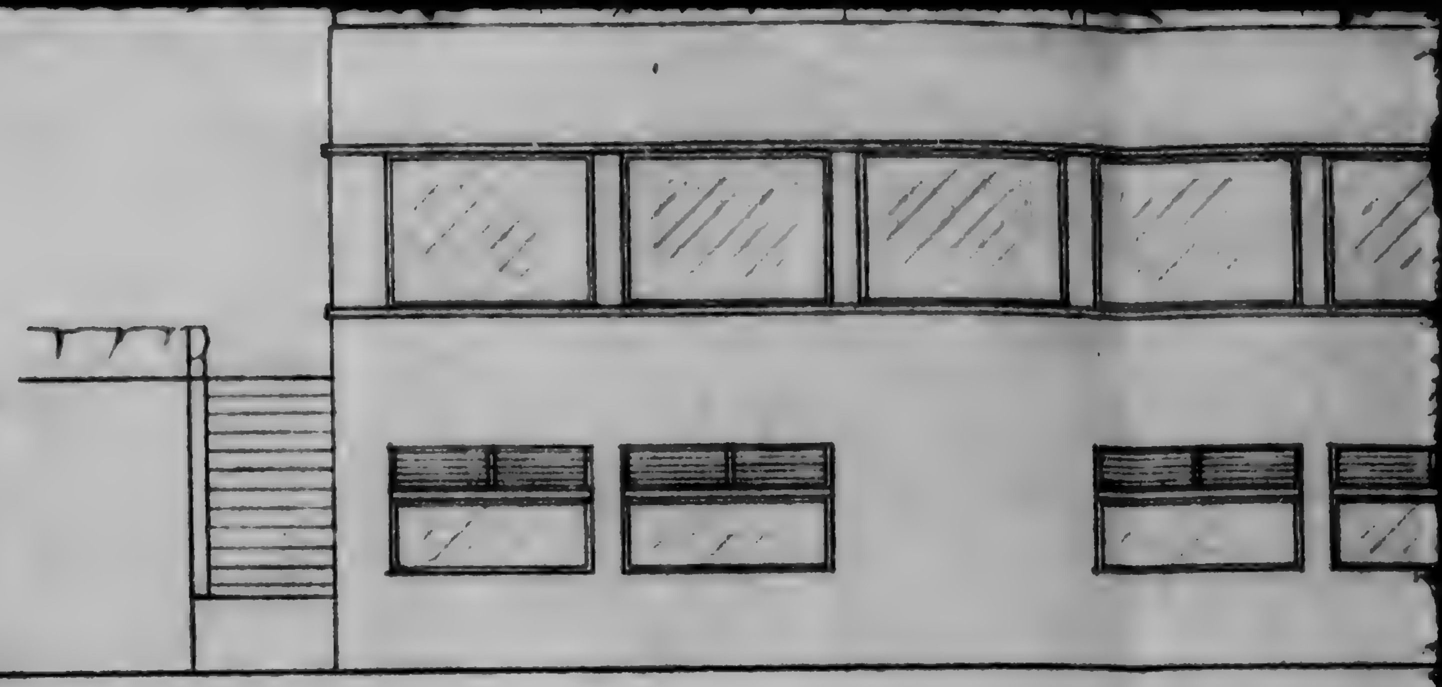
WEST · ELEVATION

5 ½
6
4



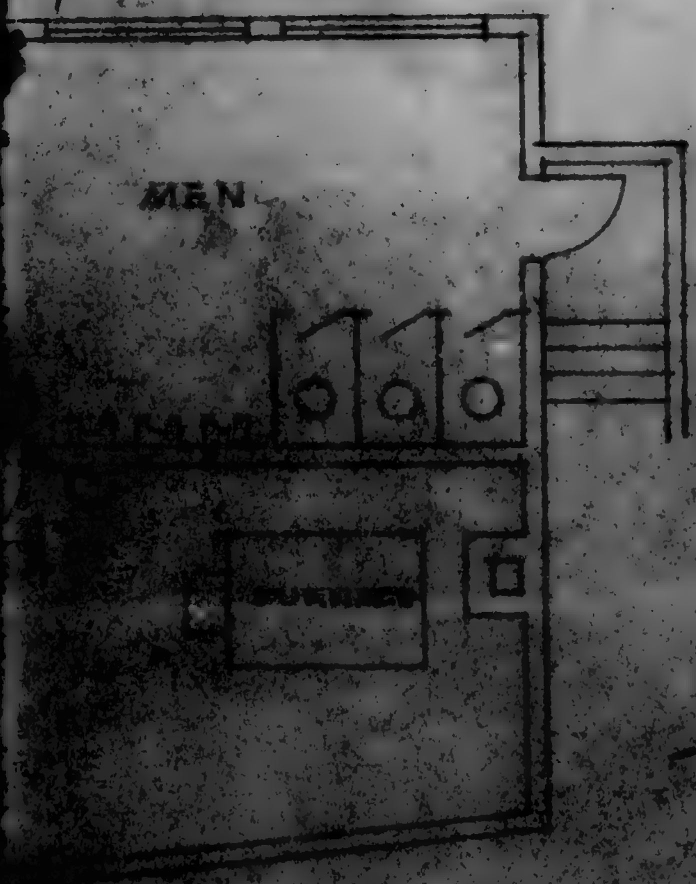
3 8
6 ½

VATION



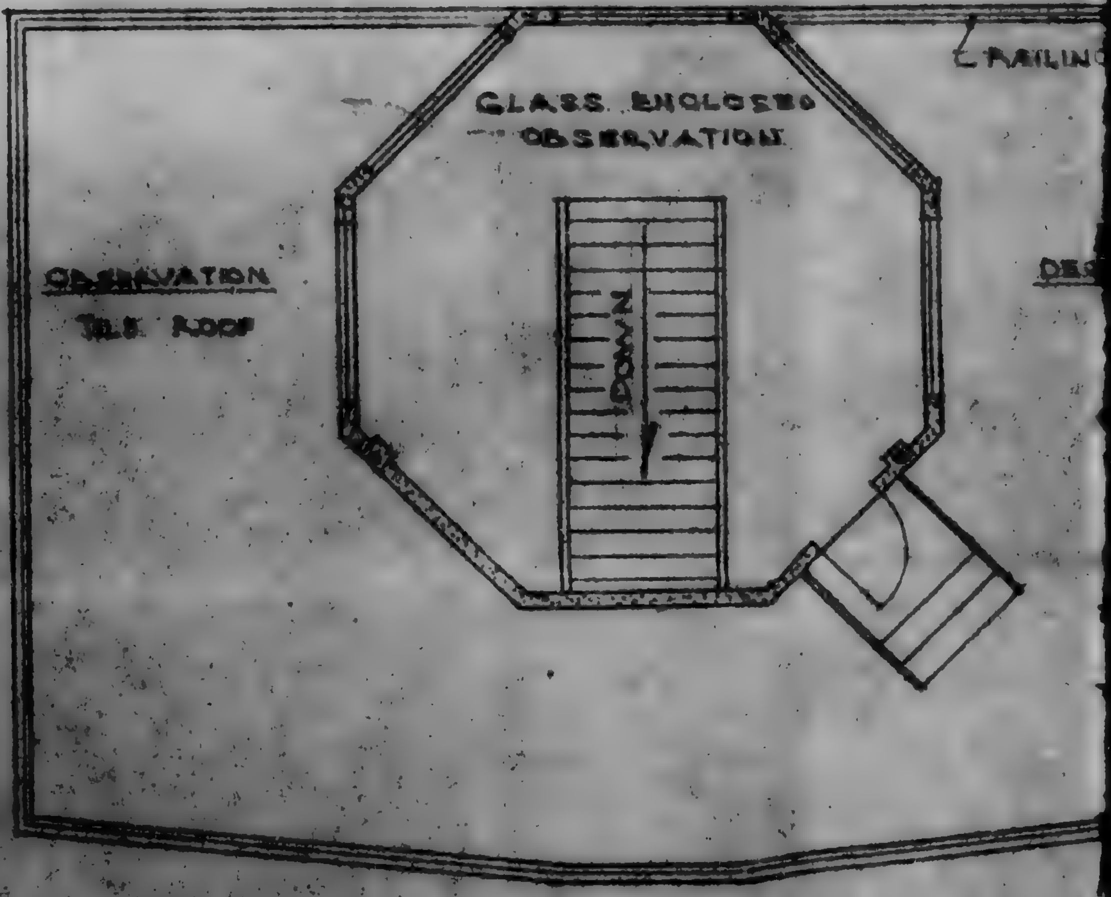
WEST · ELEVATION

5

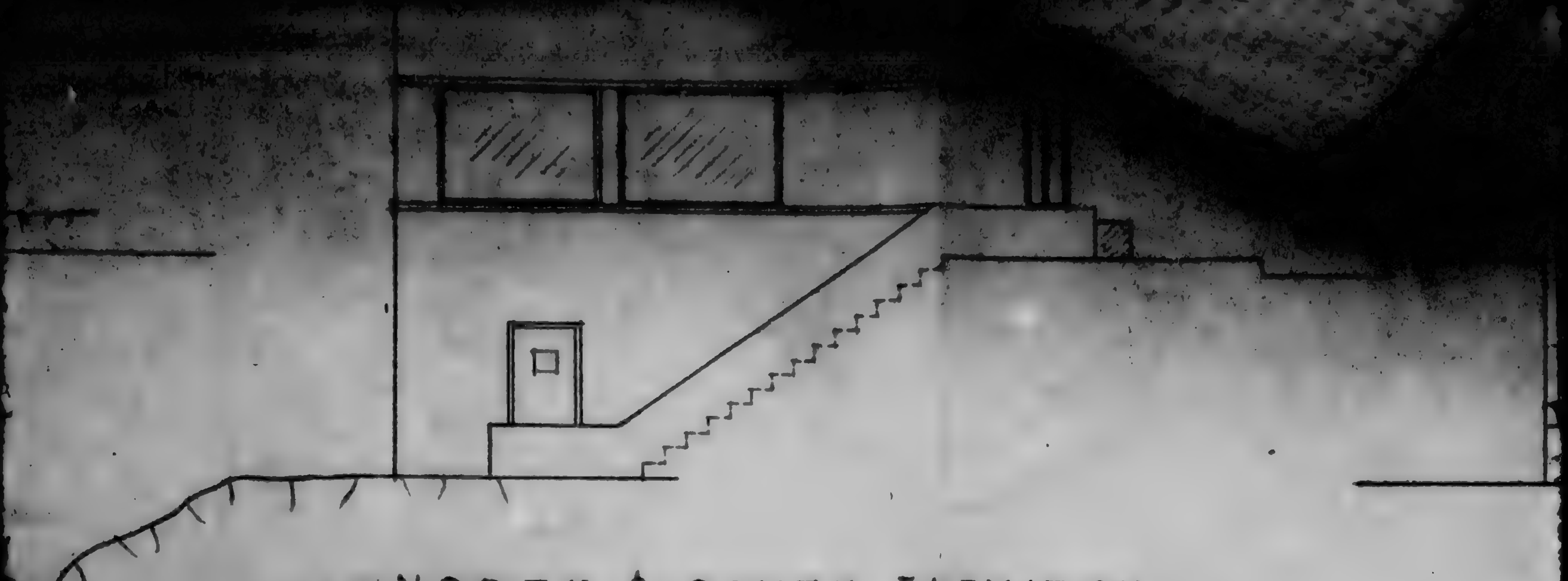


3
5
62

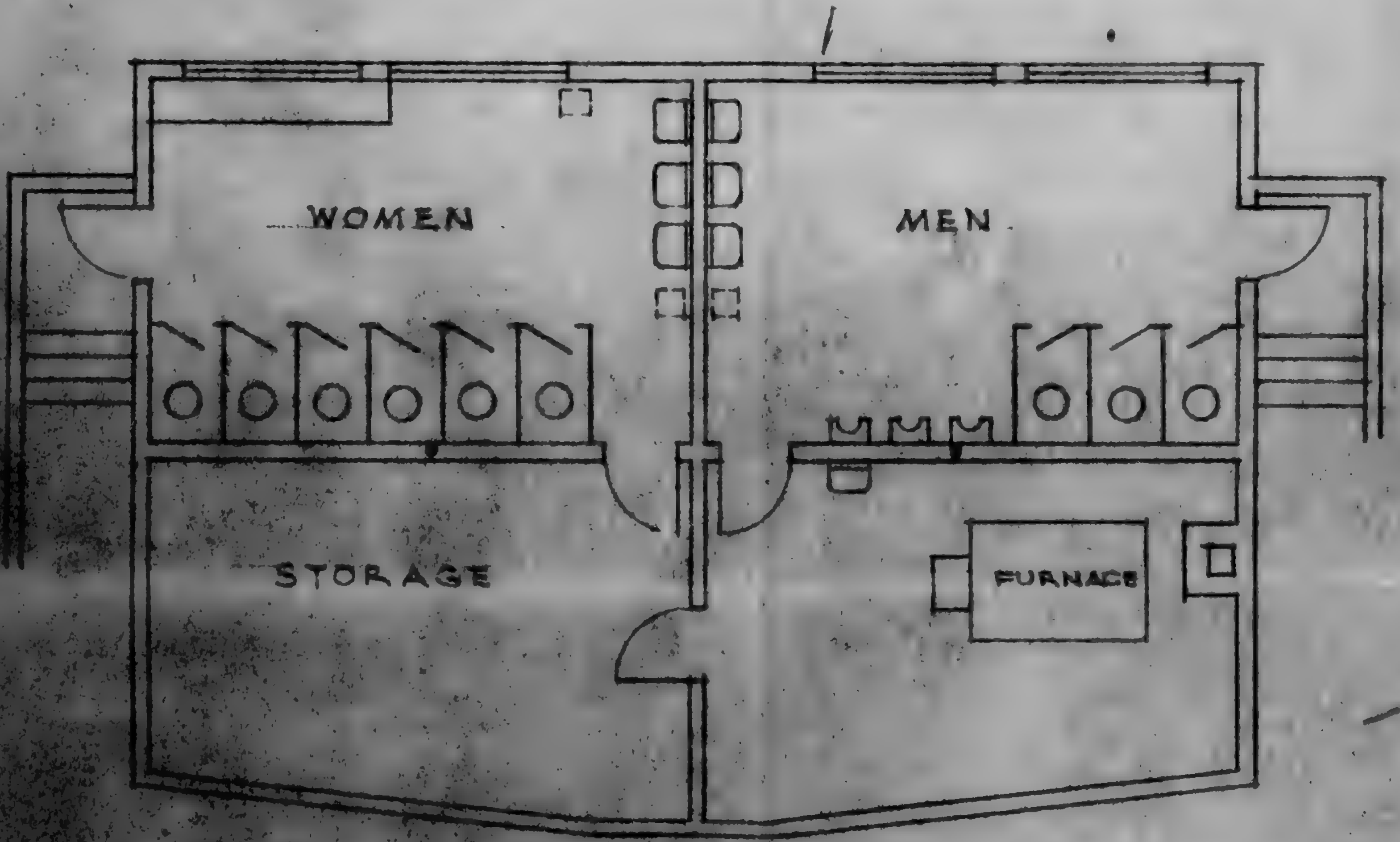
TOILETS



OBSERVATION DECK

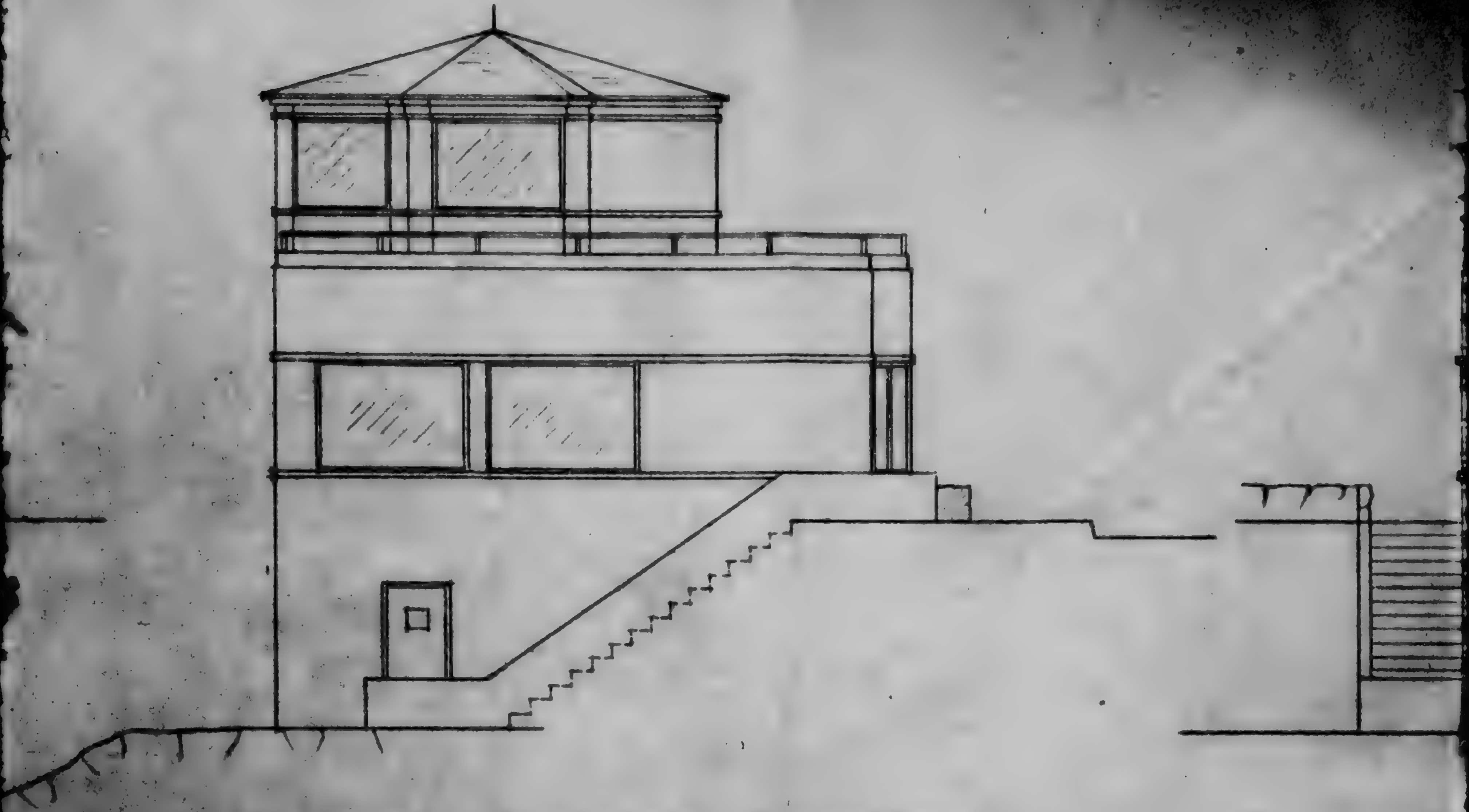


NORTH & SOUTH ELEVATION

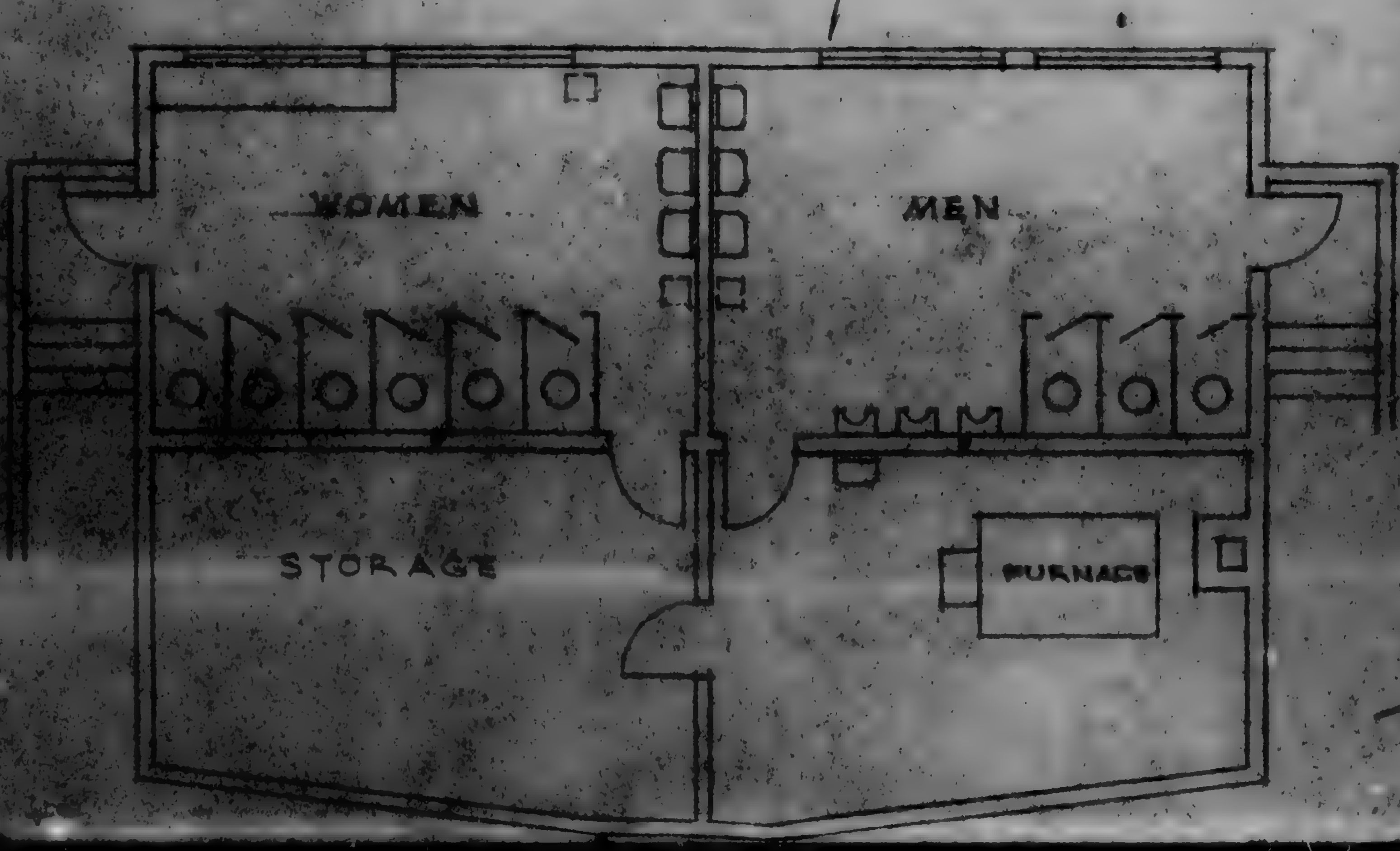


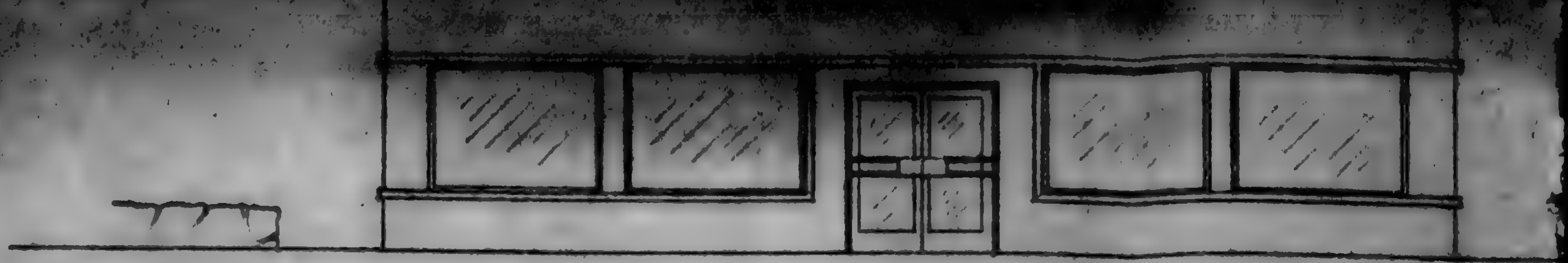
FLOOR PLAN OF TOILETS

SCHEME "E"

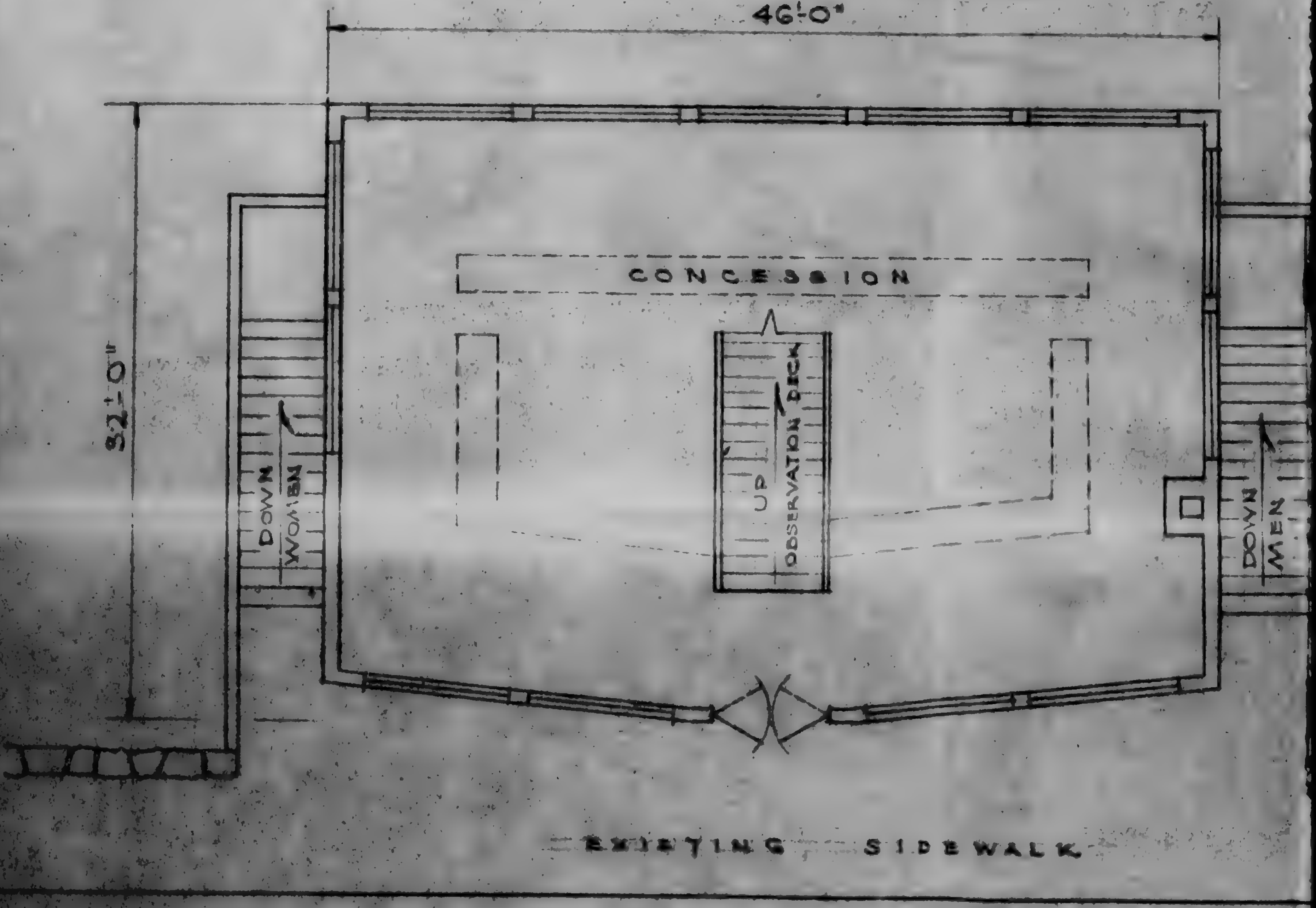


NORTH & SOUTH ELEVATION



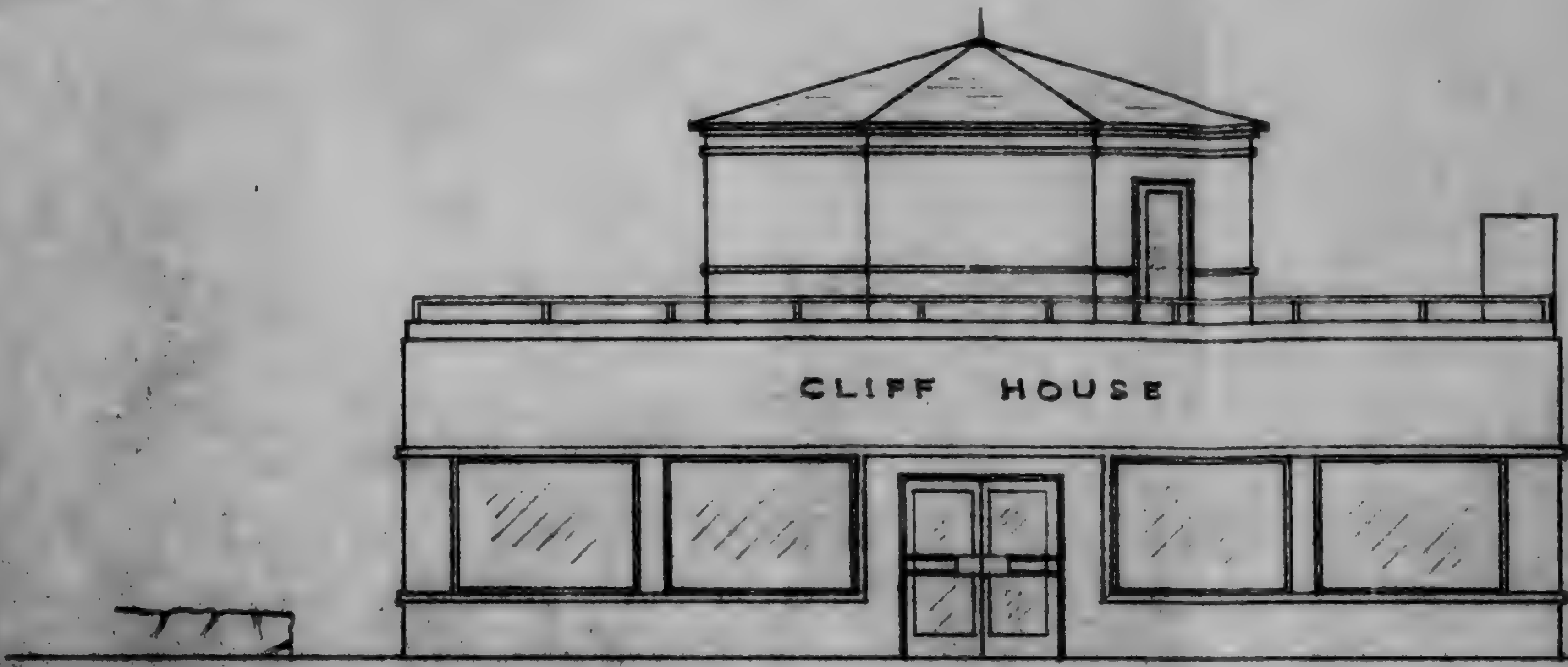


EAST · ELEVATION

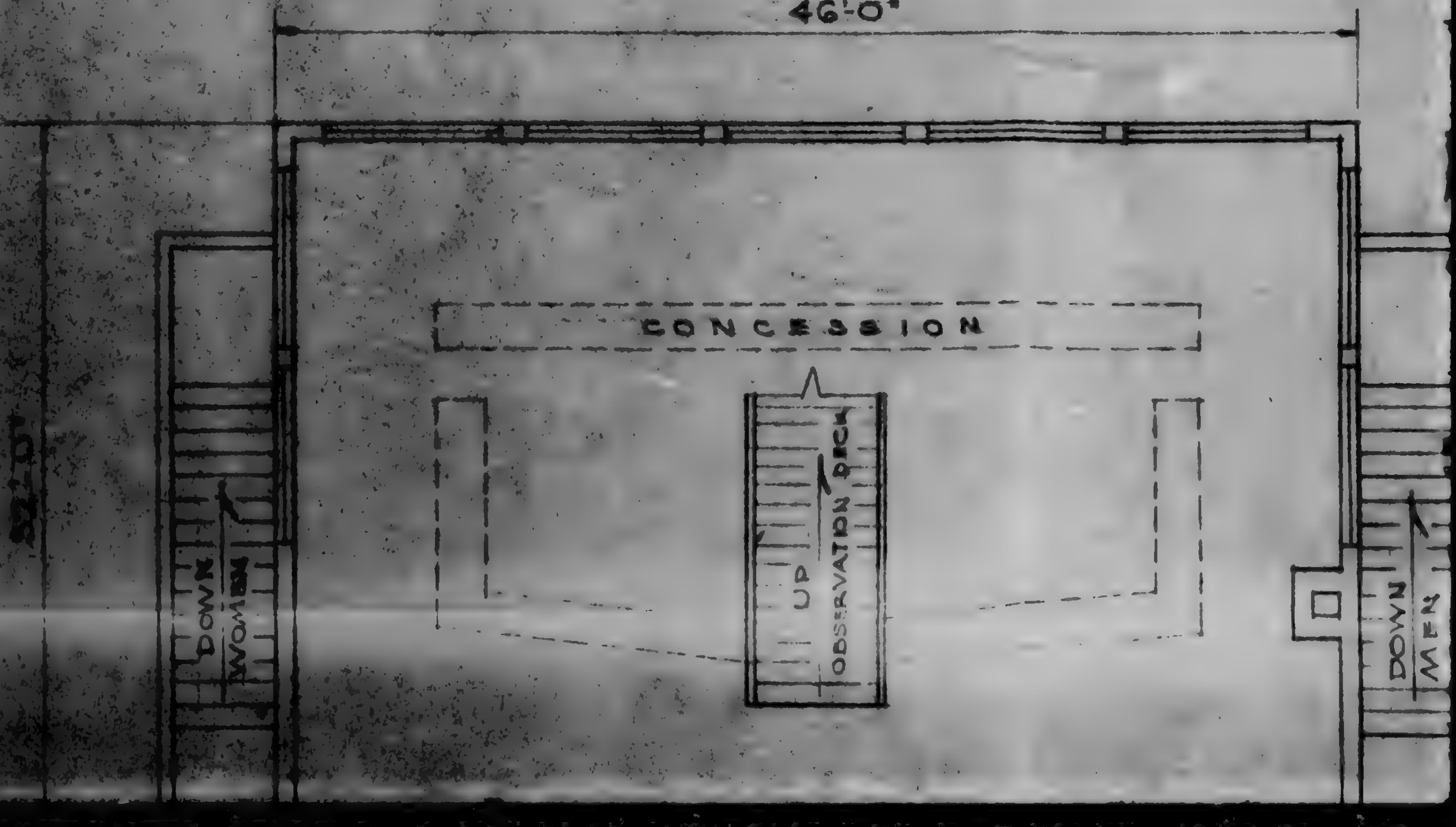


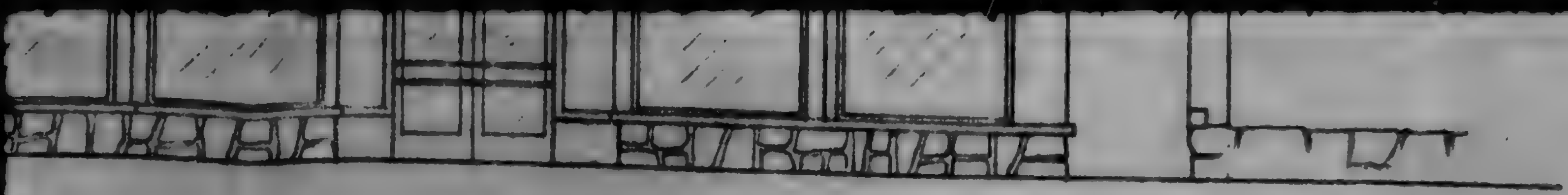
CONCESSION FLOOR

SCALE 1/8" = 1'-0"



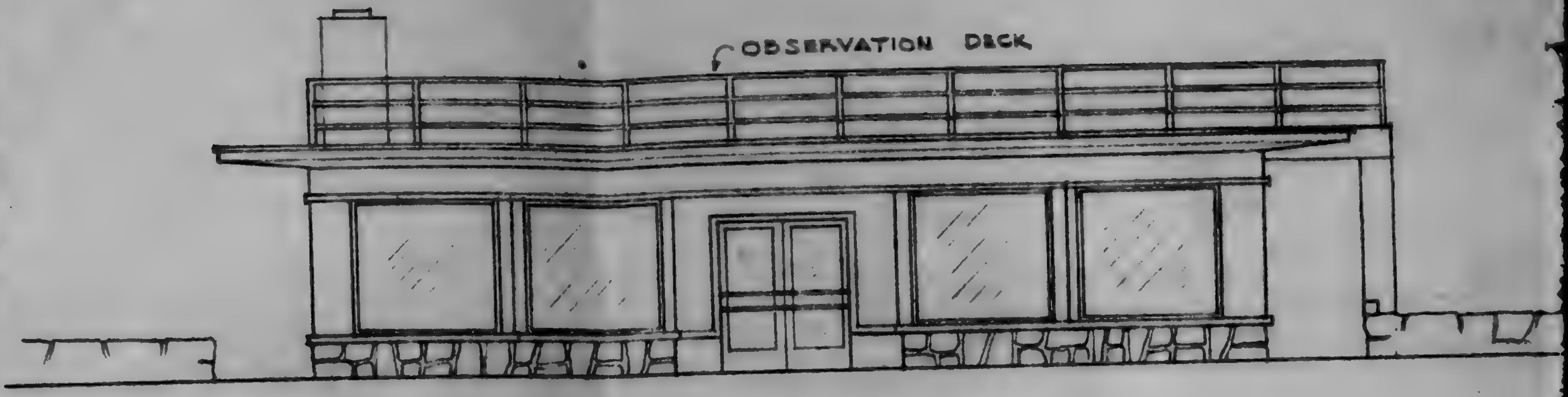
EAST · ELEVATION



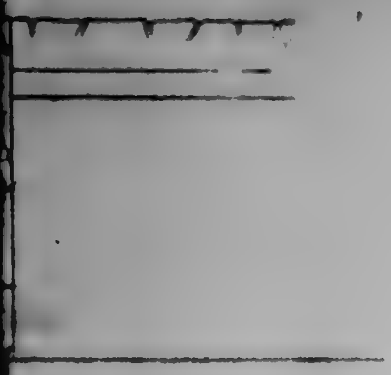


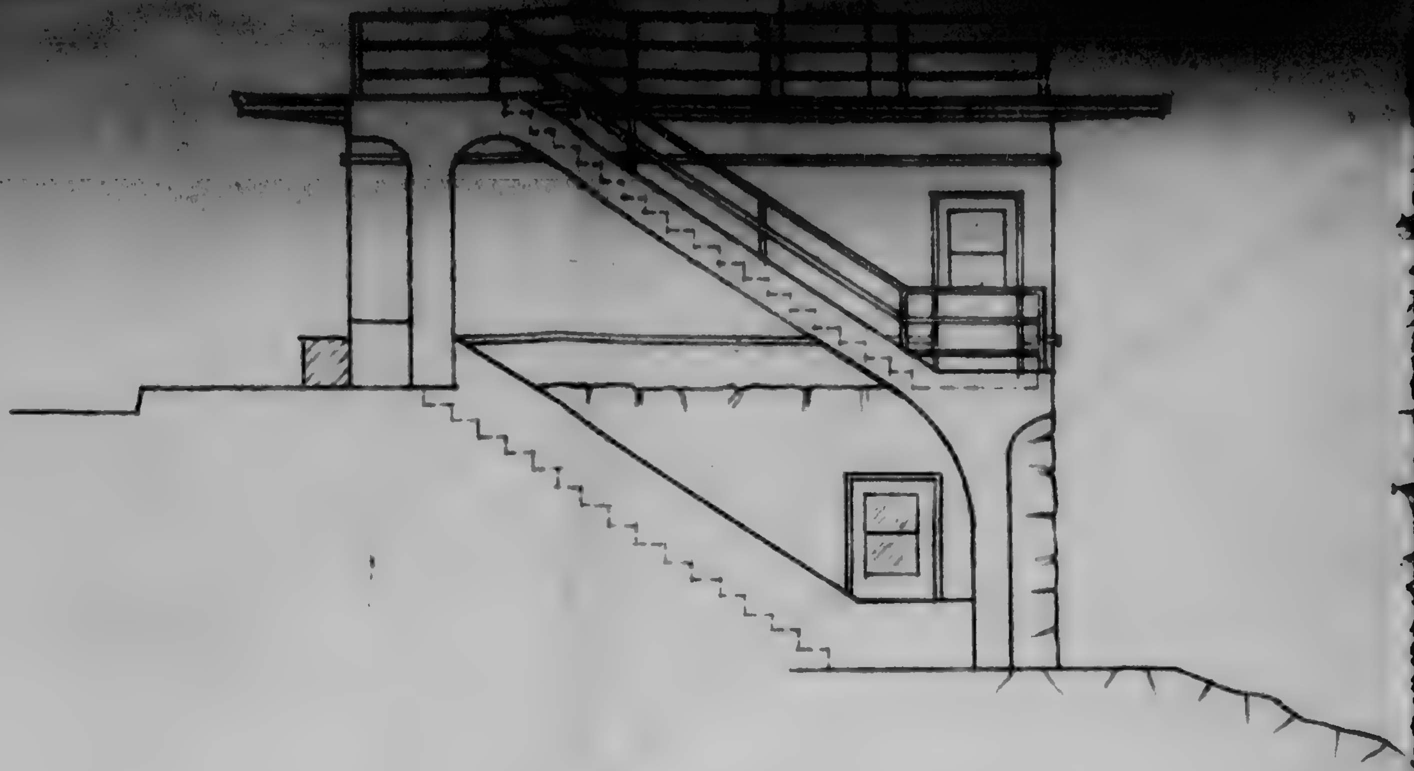
EAST · ELEVATION

OREGON
STATE HIGHWAY DEPARTMENT
CONCESSION & COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY C.C. SCHNEIDER JOB NO. 7353
JULY 20, 1955 DRAWING S-238



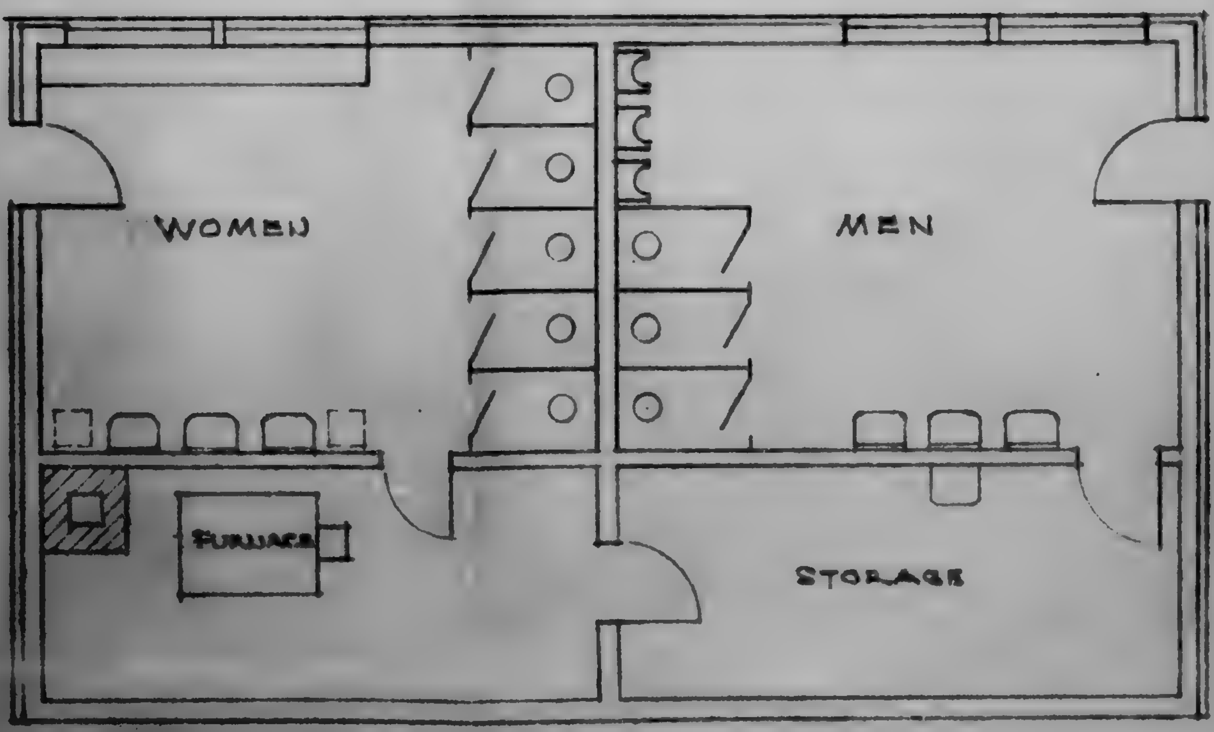
EAST · ELEVATION





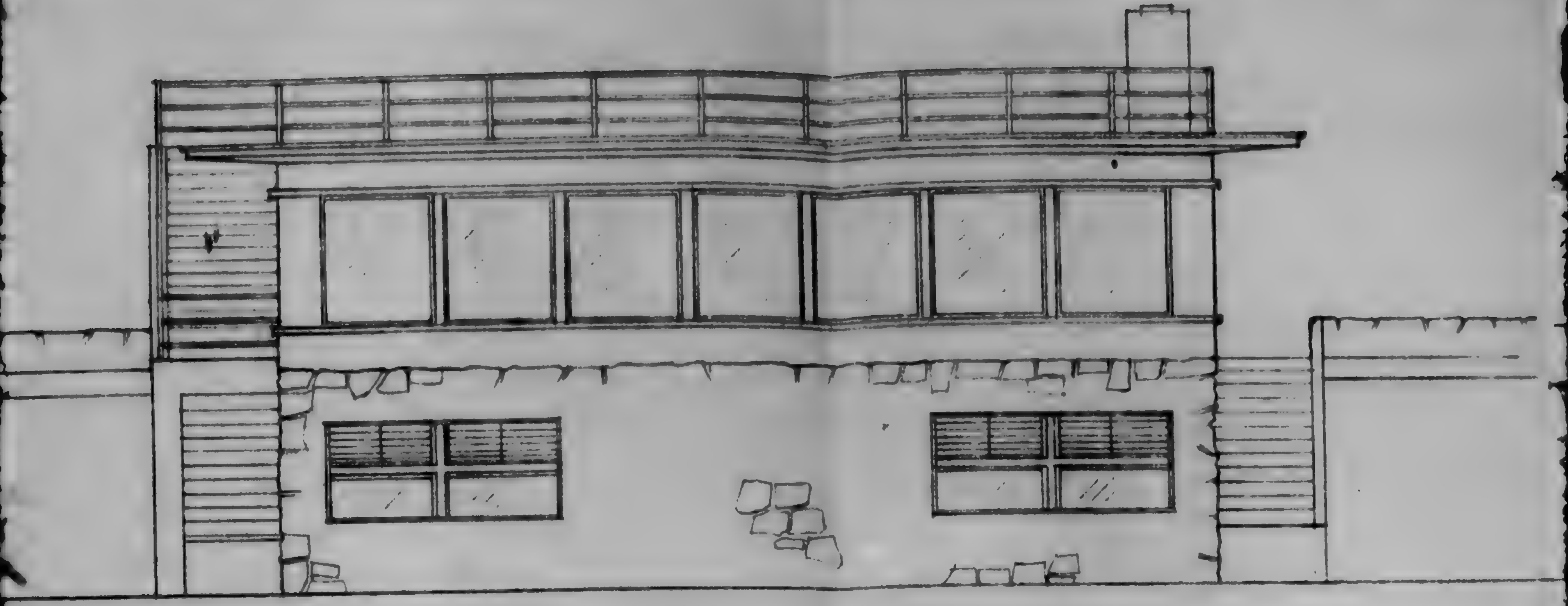
NORTH · ELEVATION

OBSERVATION DECK STAIRS PLACED ON EXTERIOR TO ALLOW FOR DRAINAGE

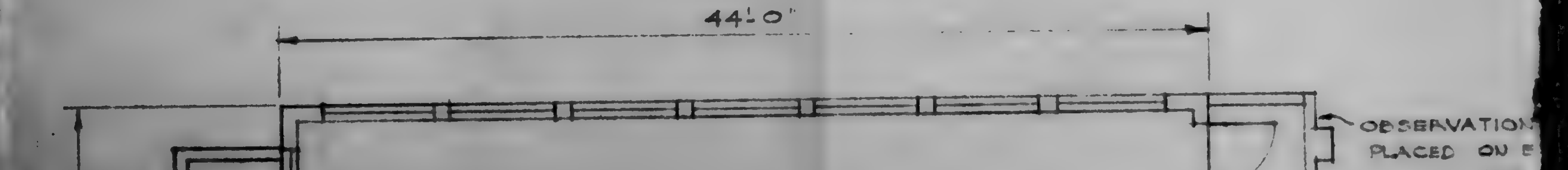


FLOOR PLAN OF TOILETS

SCHEME "F"

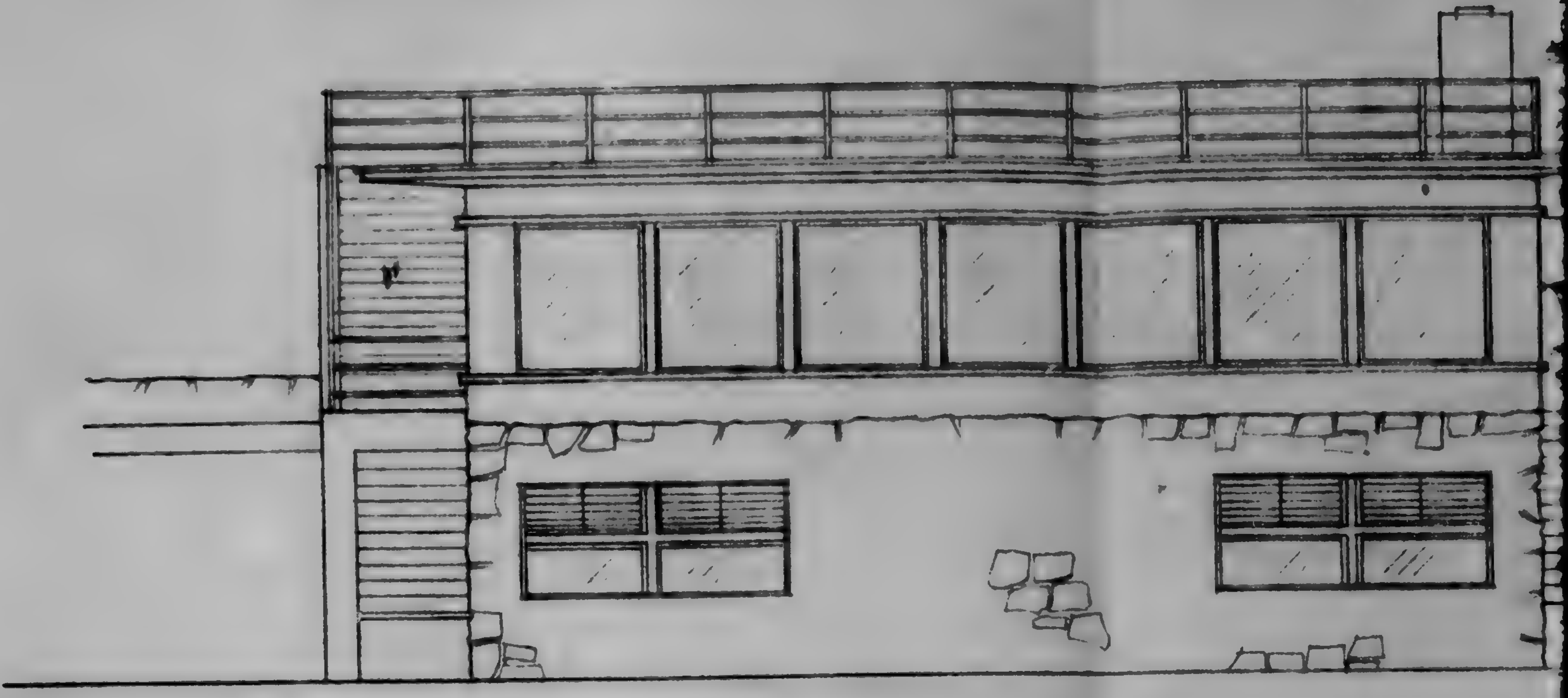


WEST · ELEVATION

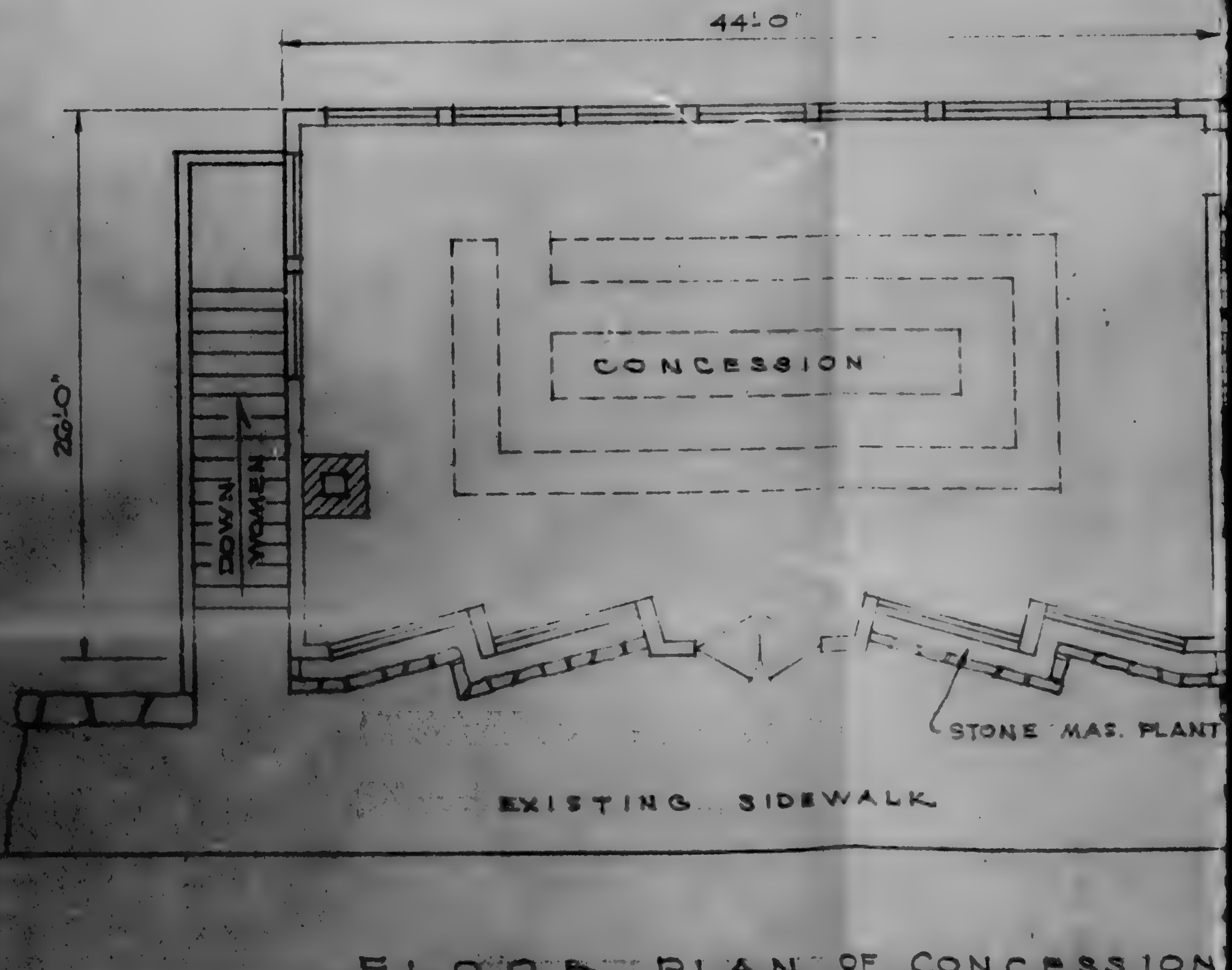


FLOOR PLAN OF CONCESSION

SCALE 1/8" = 1'-0"

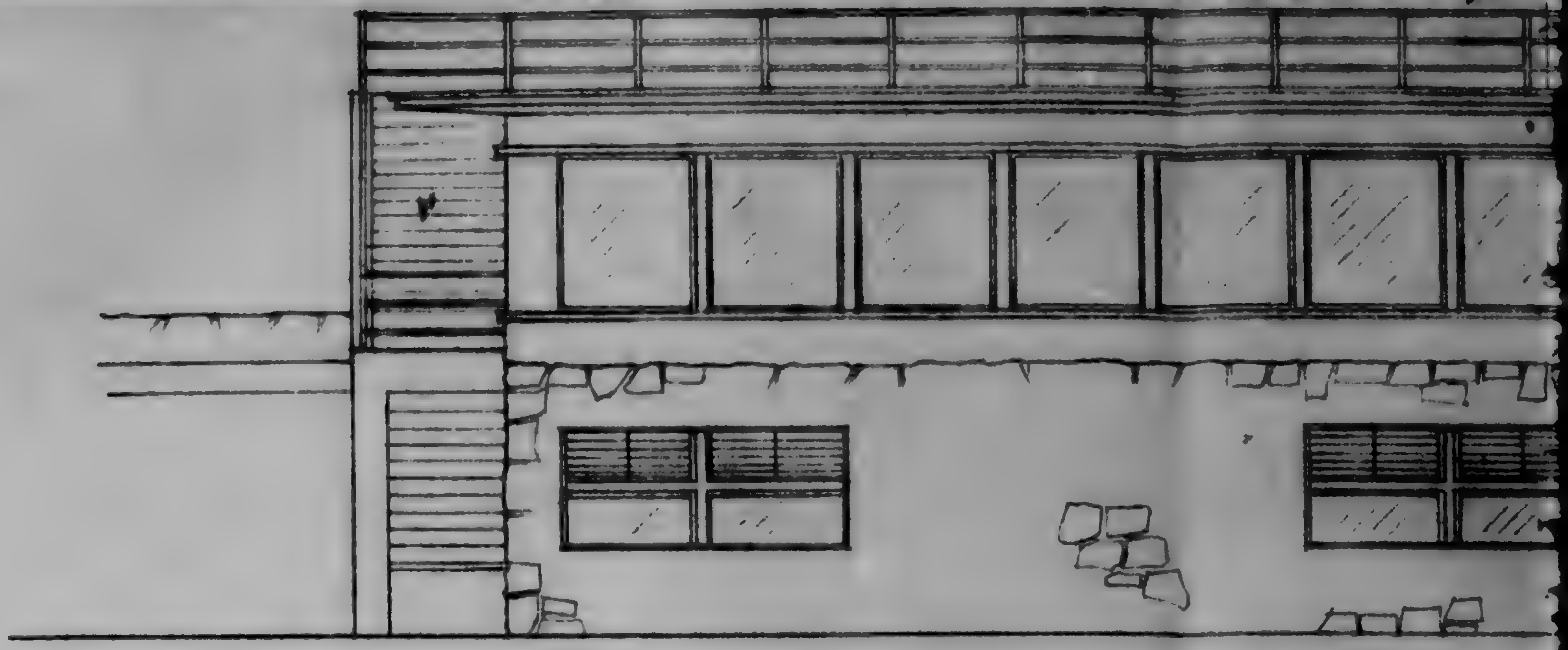


WEST · ELEVATION

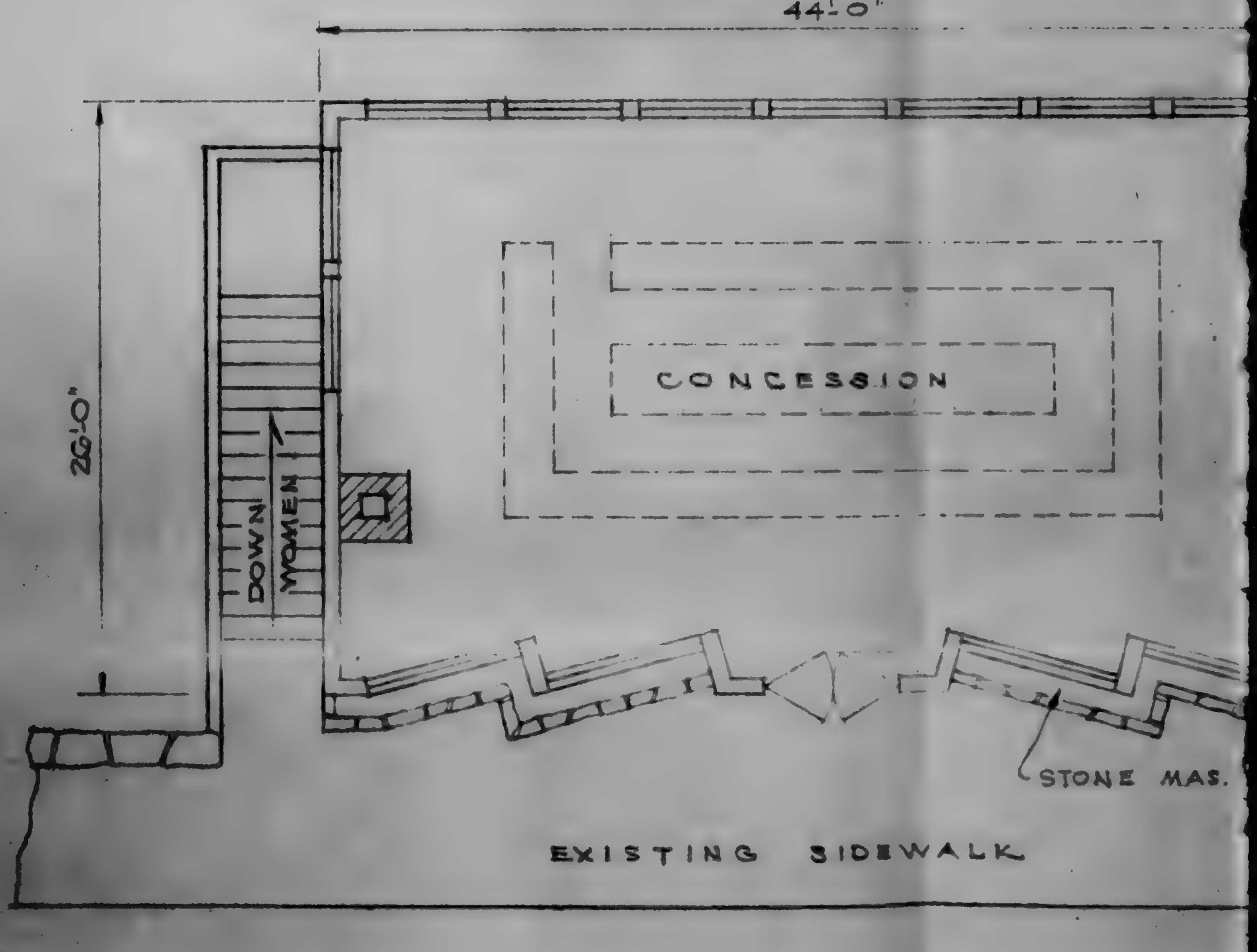


FLOOR PLAN OF CONCESSION

SCALE 1/8" = 1'-0"



WEST · ELEVATION



FLOOR PLAN OF CONCESS

SCALE 1/8" = 1'-0"

OREGON STATE HIGHWAY DEPARTMENT

VICINITY MAP

DEPOE BAY OCEAN WAYSIDE

OREGON COAST HIGHWAY

LINCOLN COUNTY

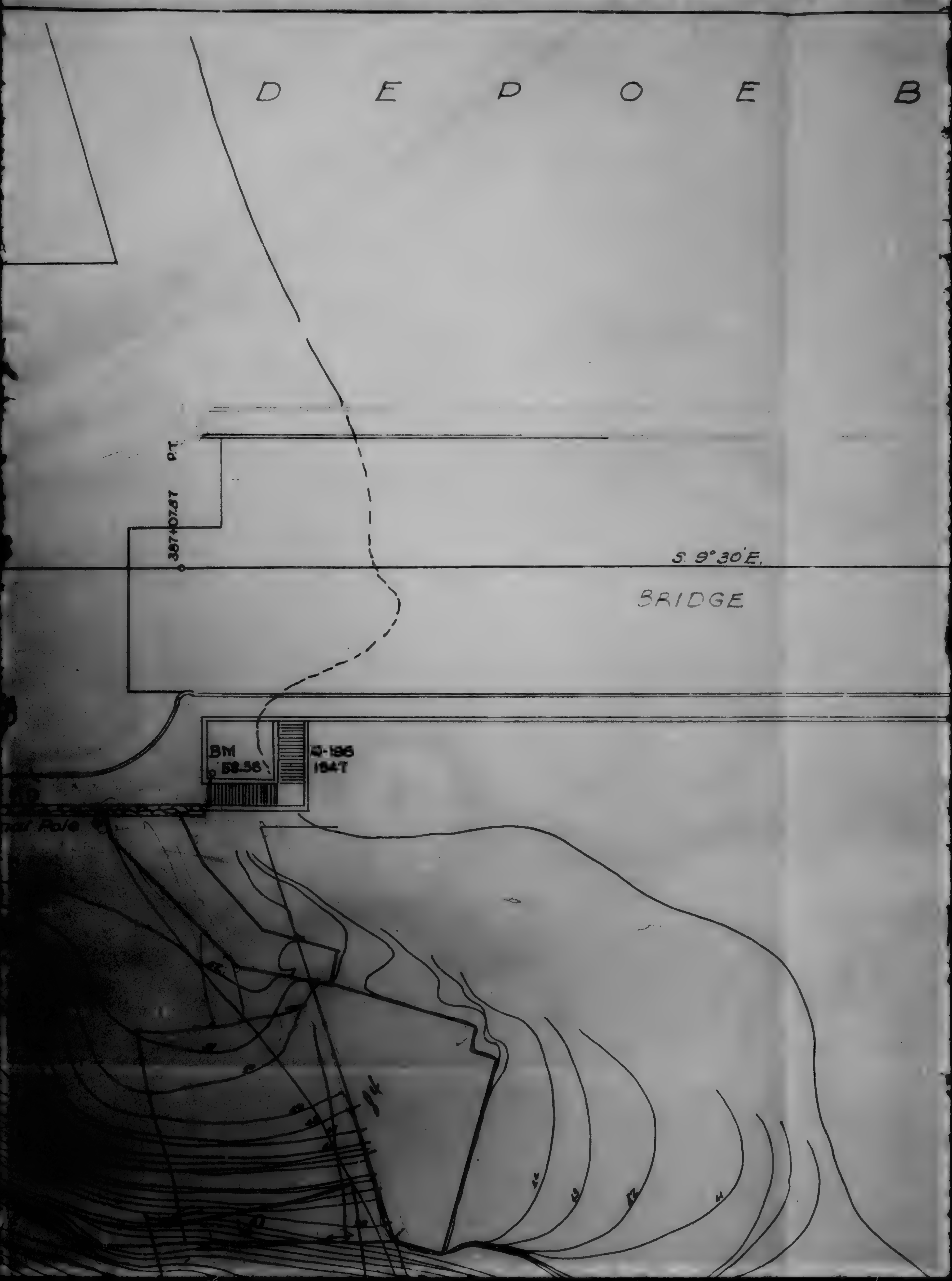
Scale: 1in = 20ft. Contour Interval: 1ft.

June 1950

A N Job No. 7353

DRAWING No. 9658

A Y


D E P O E B
P.T.
387+07.87
S. 9° 30' E.
BRIDGE
BM
58.38
Q-186
1947
nal Pole
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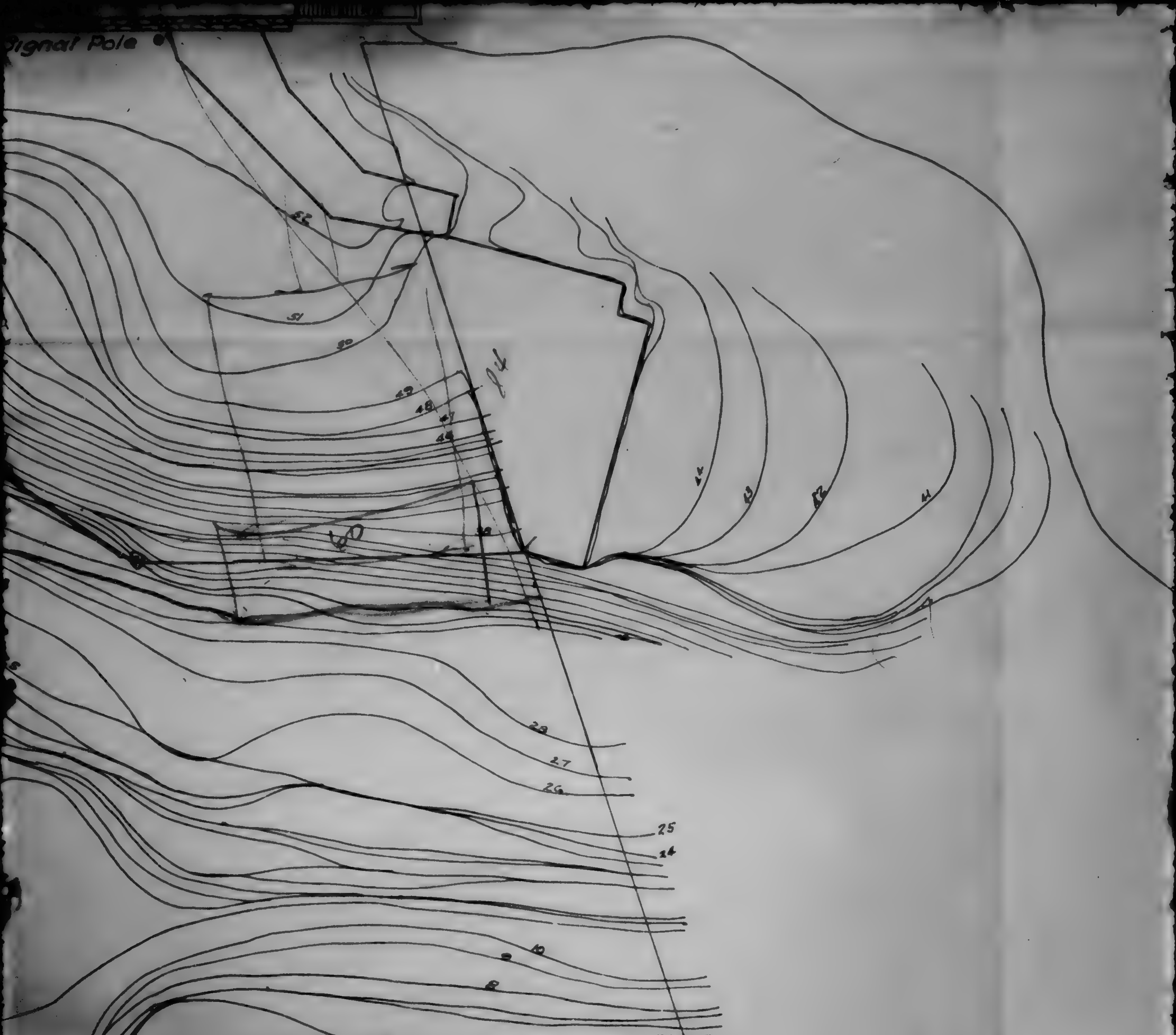
13
12
11


Signal Pole
52
51
50
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27
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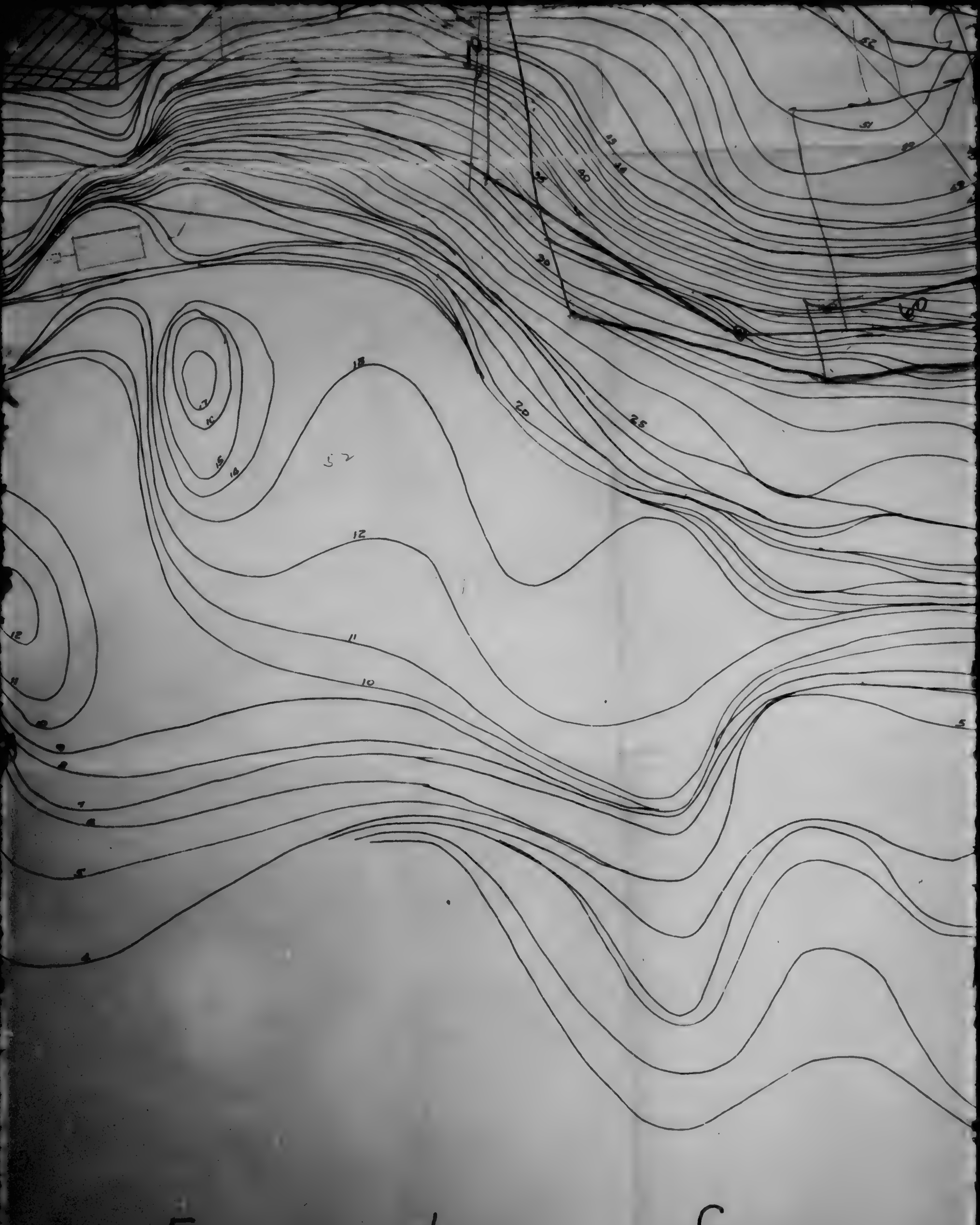
62
51
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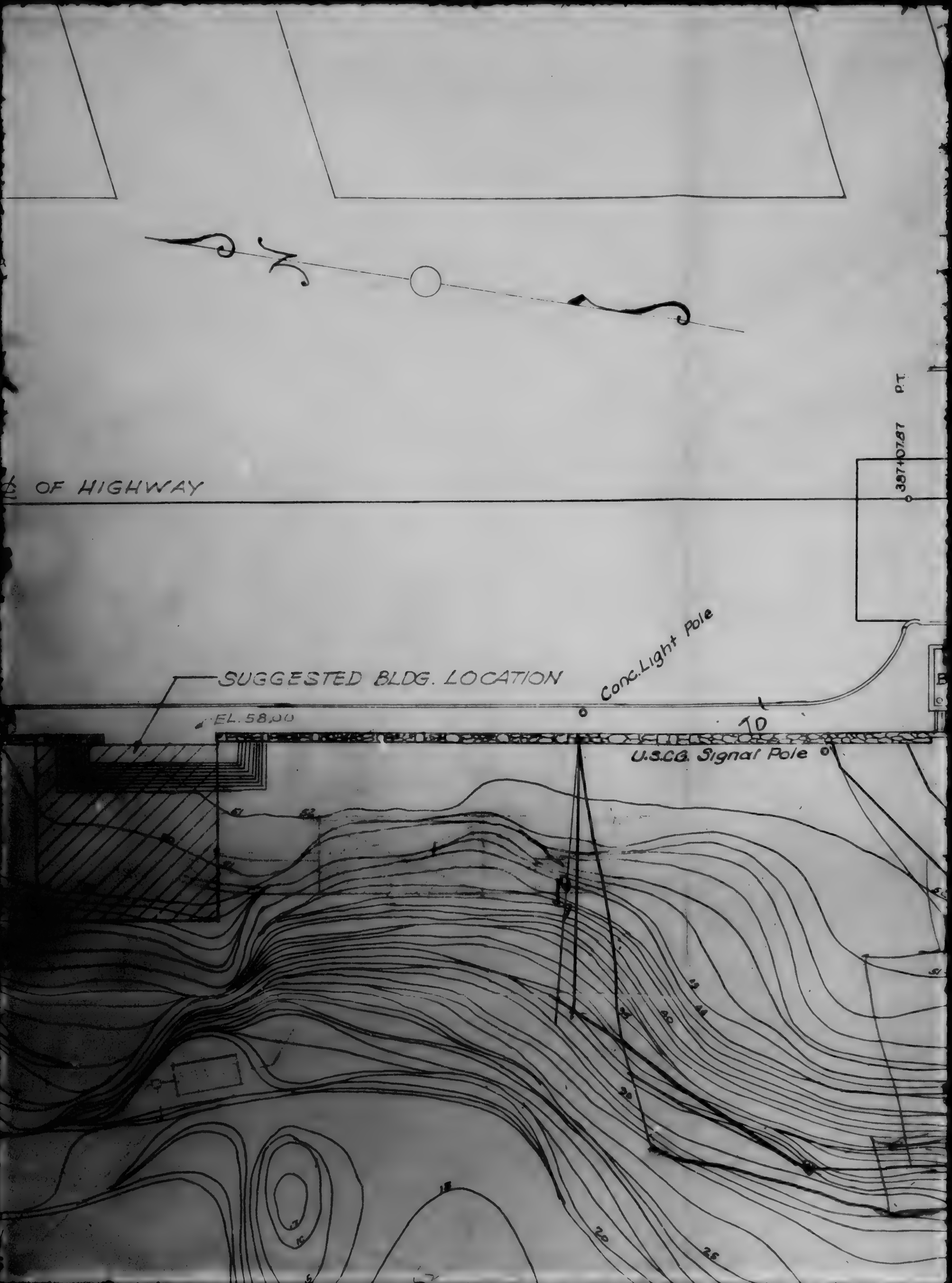
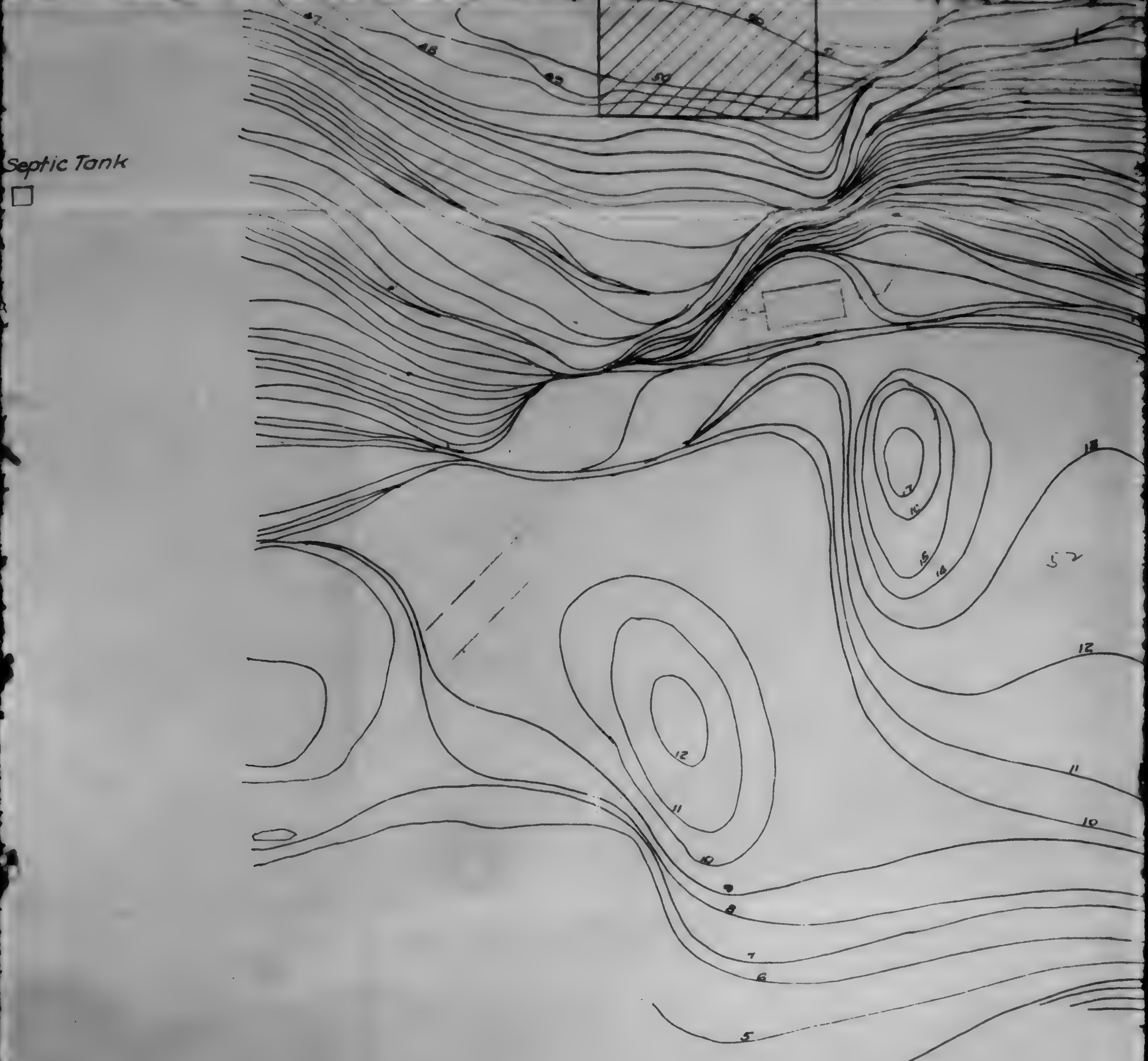

℄ OF HIGHWAY
387+07.87
P.T.
SUGGESTED BLDG. LOCATION
EL. 58.00
Conc. Light Pole
10
U.S.C.G. Signal Pole
40
35
44
20
25
15


Septic Tank
47
48
49
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51
13
52
17
16
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9
8
7
6
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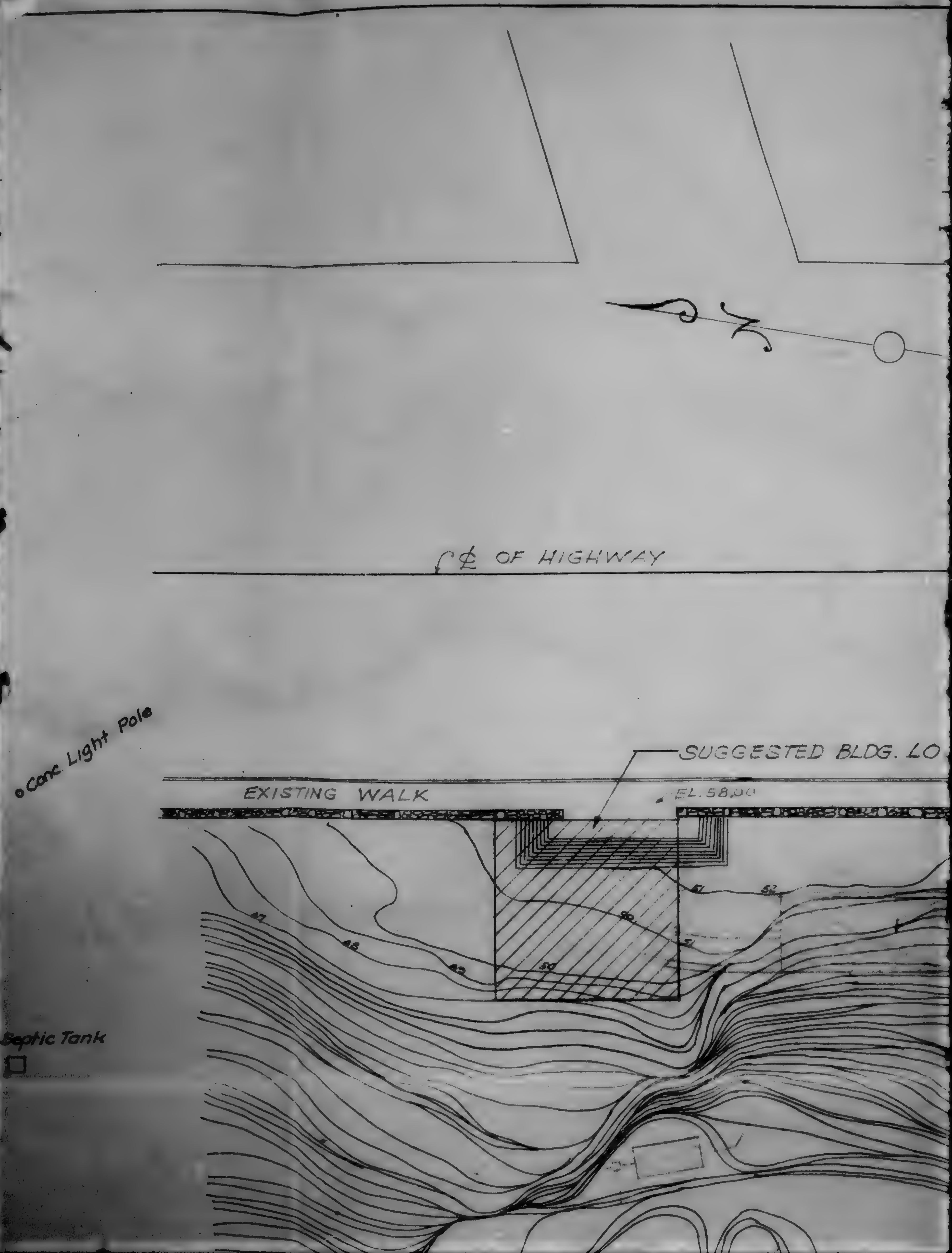
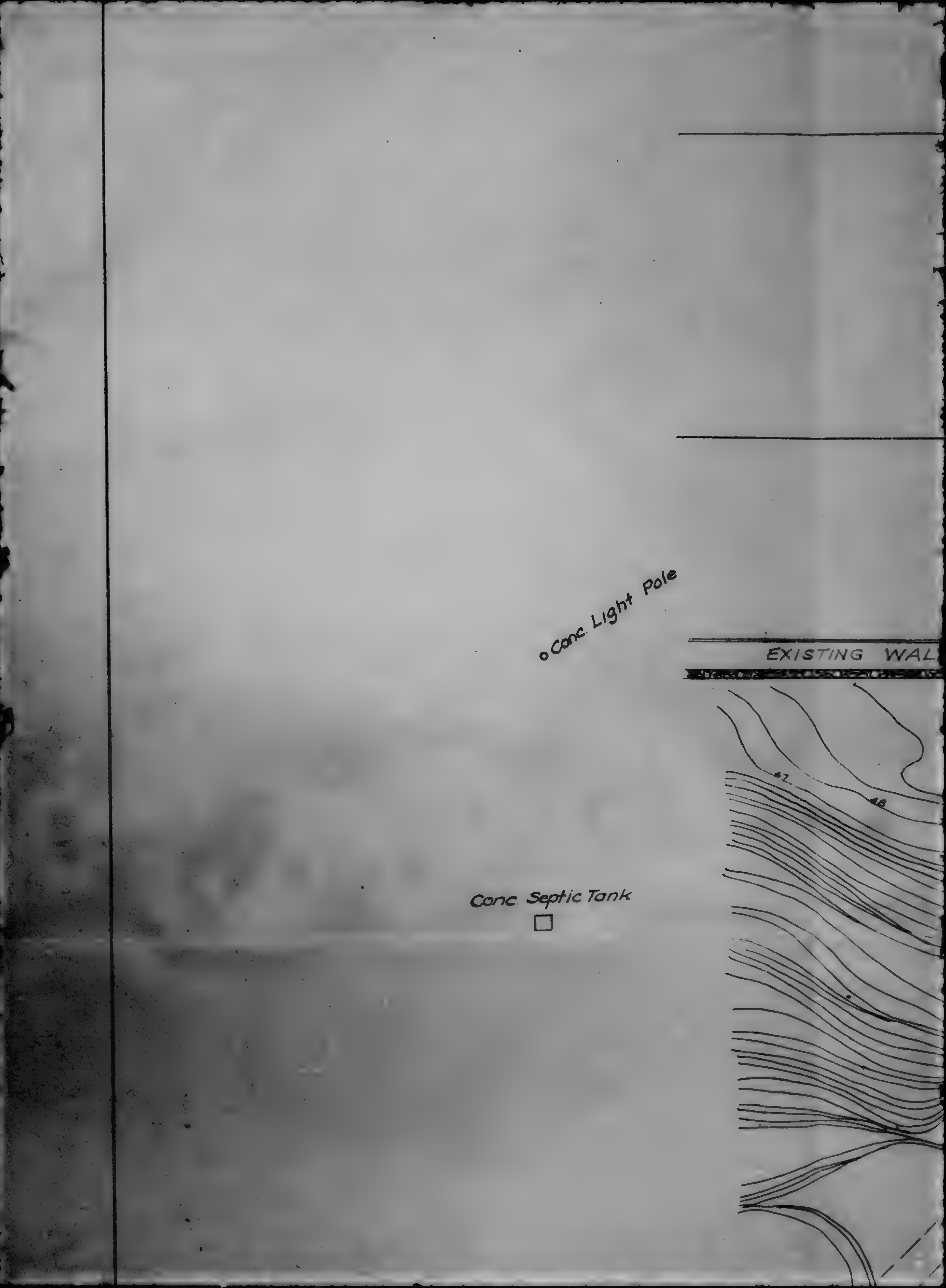
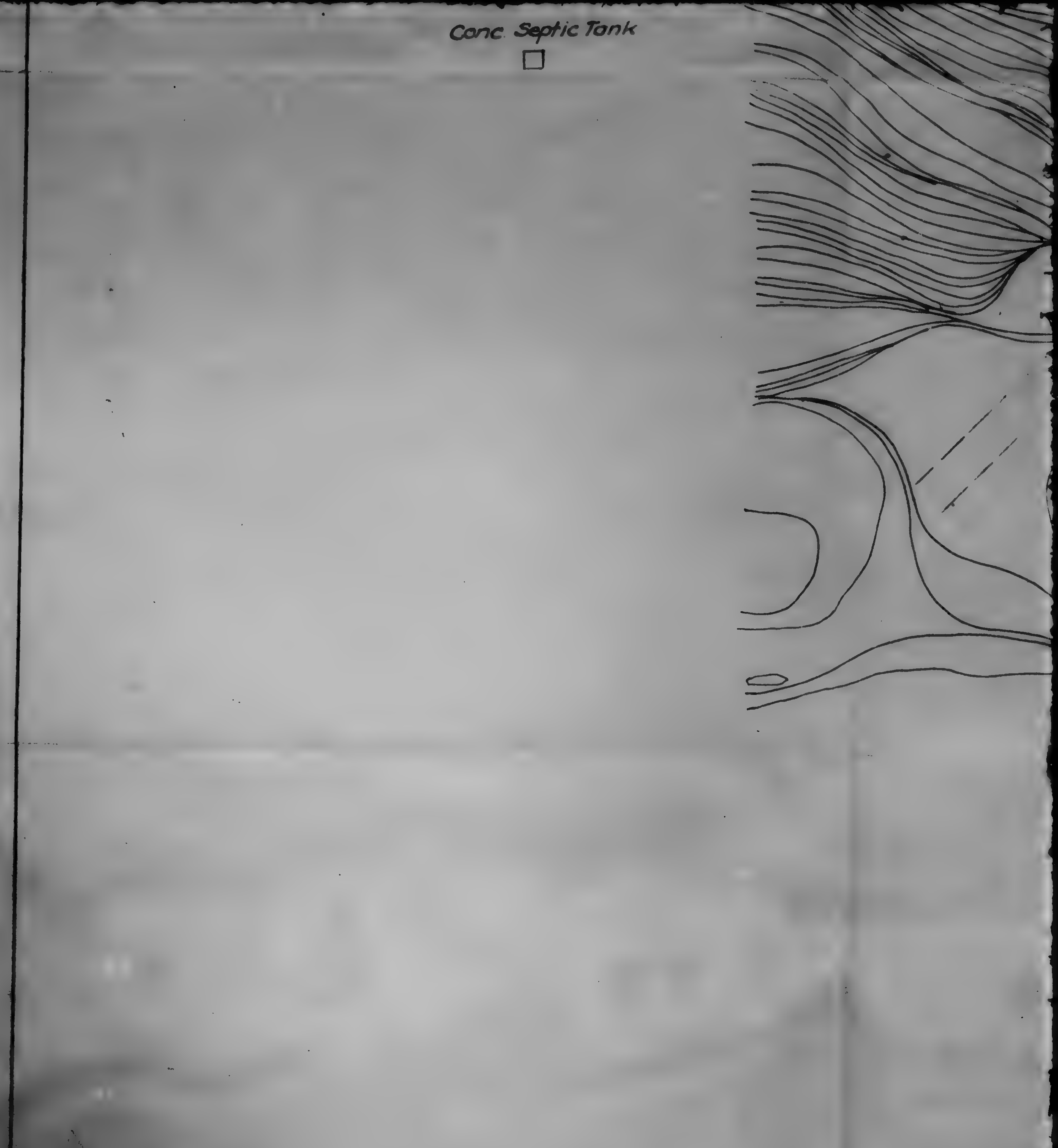
C
I
F


℄ OF HIGHWAY
Conc. Light Pole
SUGGESTED BLDG. LO
EXISTING WALK
EL. 58.00
47
48
49
50
50
51
51
52
Septic Tank


Conc. Light Pole
EXISTING WAL
47
48
Conc. Septic Tank


Conc. Septic Tank
P A C I

RECEIVED
FEB 15 1955
FOR FILING

21-3322
1531

February 14, 1955

Oregon State Highway Commission

Gentlemen:

Re: Depoe Bay Restroom

It appears that Mrs. Moore, who owns the property on the north side of the entrance to Depoe Bay, is not willing to sell, as she has plans to develop this property.

Several years ago we made studies of a restroom building at the Depoe Bay Park. I am attaching hereto a print showing the installation that we favored at that time. This structure is purposely kept low so that it does not obstruct the view from the roadway. We have used stone masonry veneer on concrete walls to blend in with the surroundings. Any structure here will be continuously subjected to salt spray, and for this reason all exposed metal work should be bronze or copper.

Our estimate of cost on this structure, including the septic tank and effluent disposal, is $22,800 based upon painted masonry block interior walls and a concrete floor. To install glazed tile on the interior walls and tile on the floor would increase the cost to $26,450.

Arrangements can be made with the Depoe Bay Chamber of Commerce under which they would obligate themselves to operate the restroom and keep it clean.

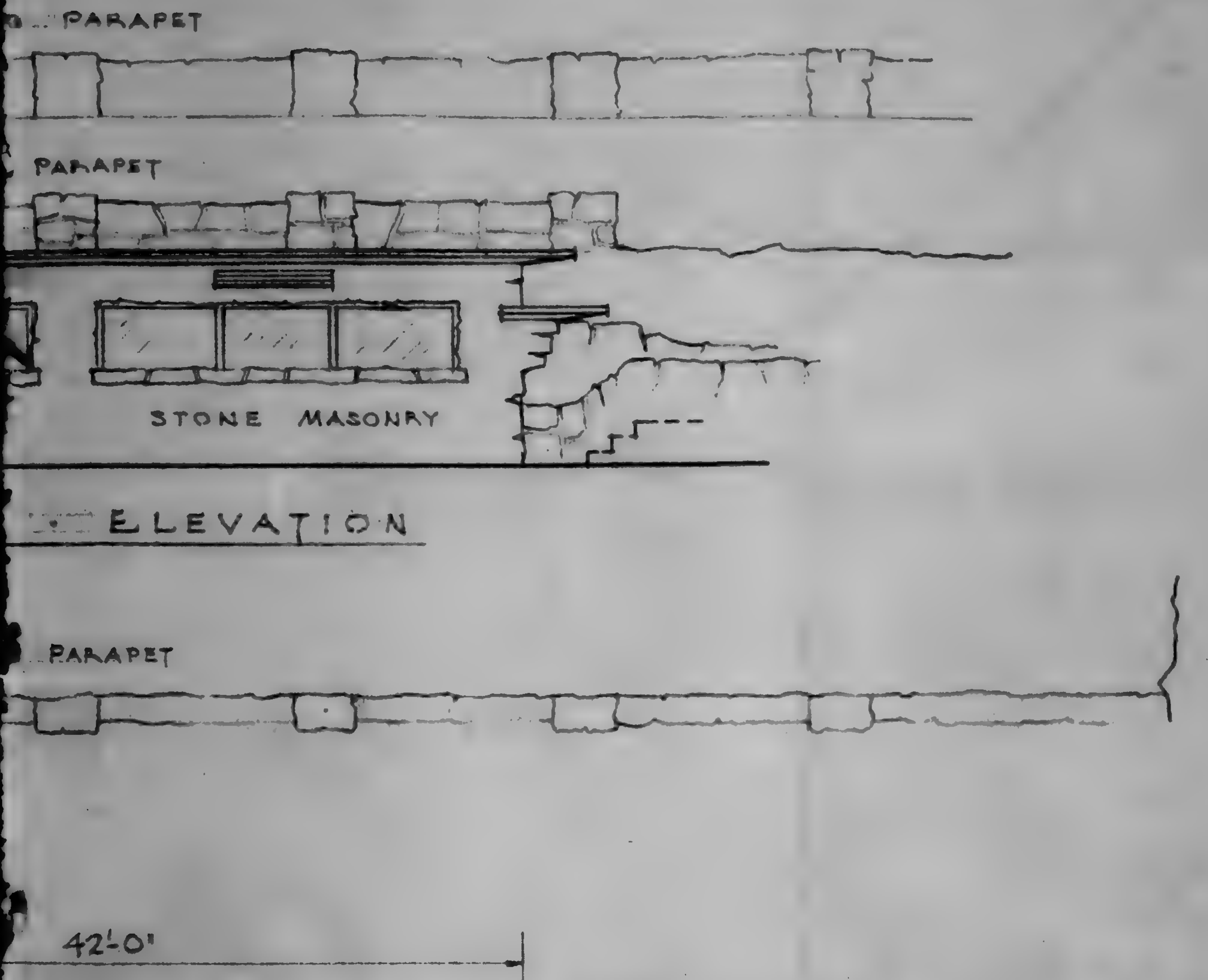
I recommend that, as soon as the contract is signed by the Depoe Bay Chamber of Commerce, bids be taken on this facility. In view of the fact that tiled walls and floor prevent marking, present a better appearance, and are more sanitary, I recommend that tile be used. Mr. Armstrong joins me in this recommendation.

Very truly yours,

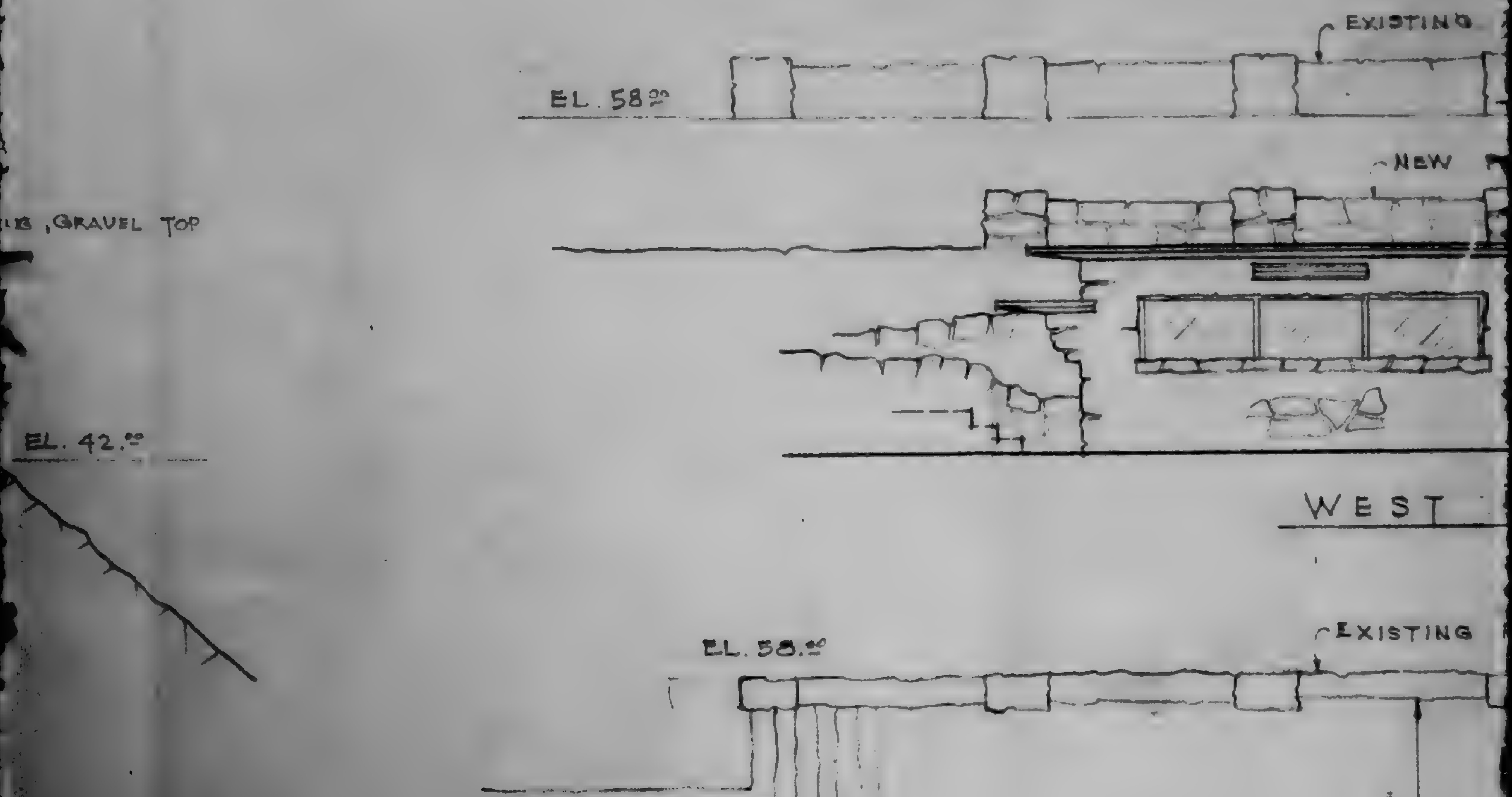
R. H. Baldock
State Highway Engineer

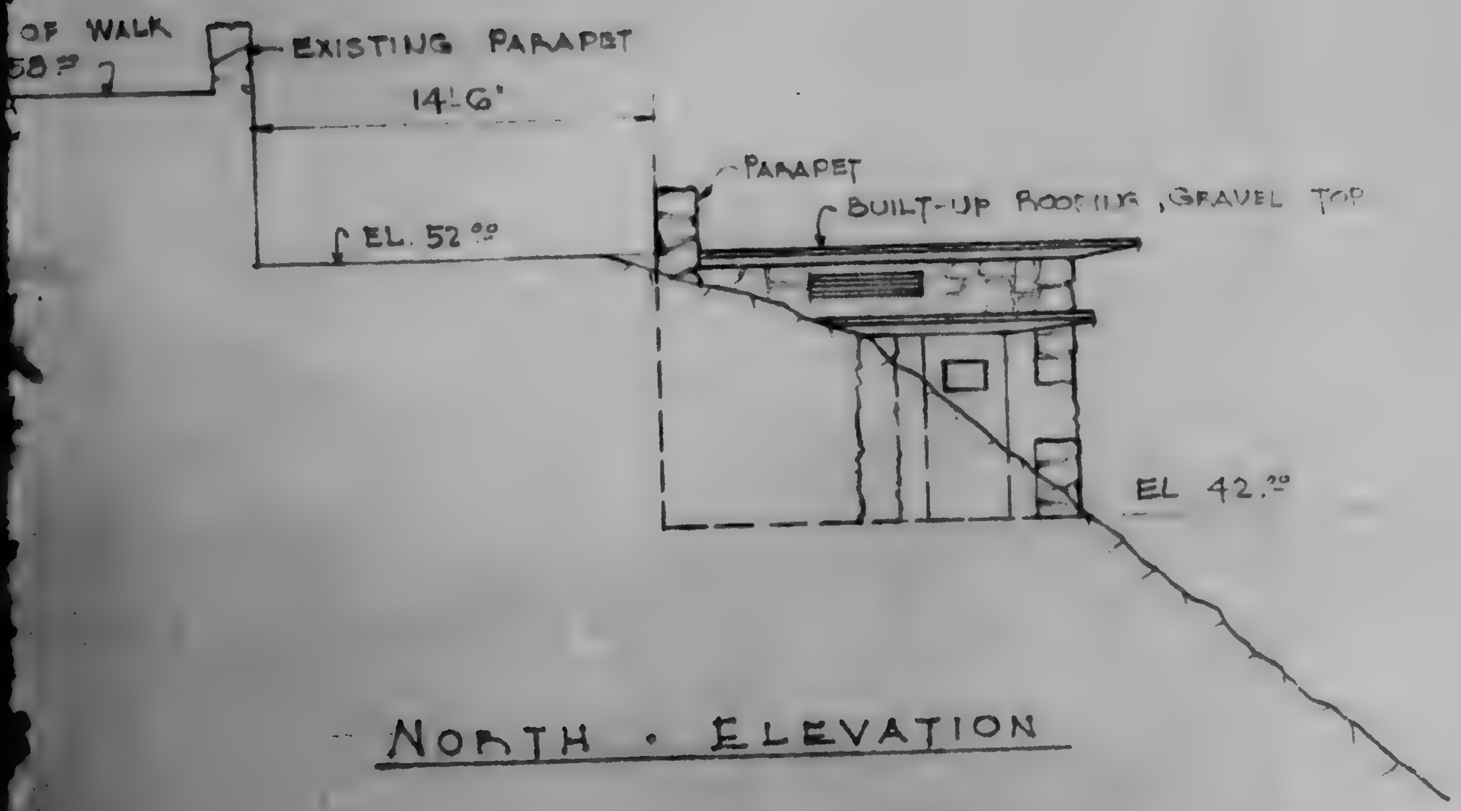
Encl.

cc Mr. C. S. Paxson
Mr. P. M. Stephenson
Mr. C. H. Armstrong
Mr. C. H. Maison



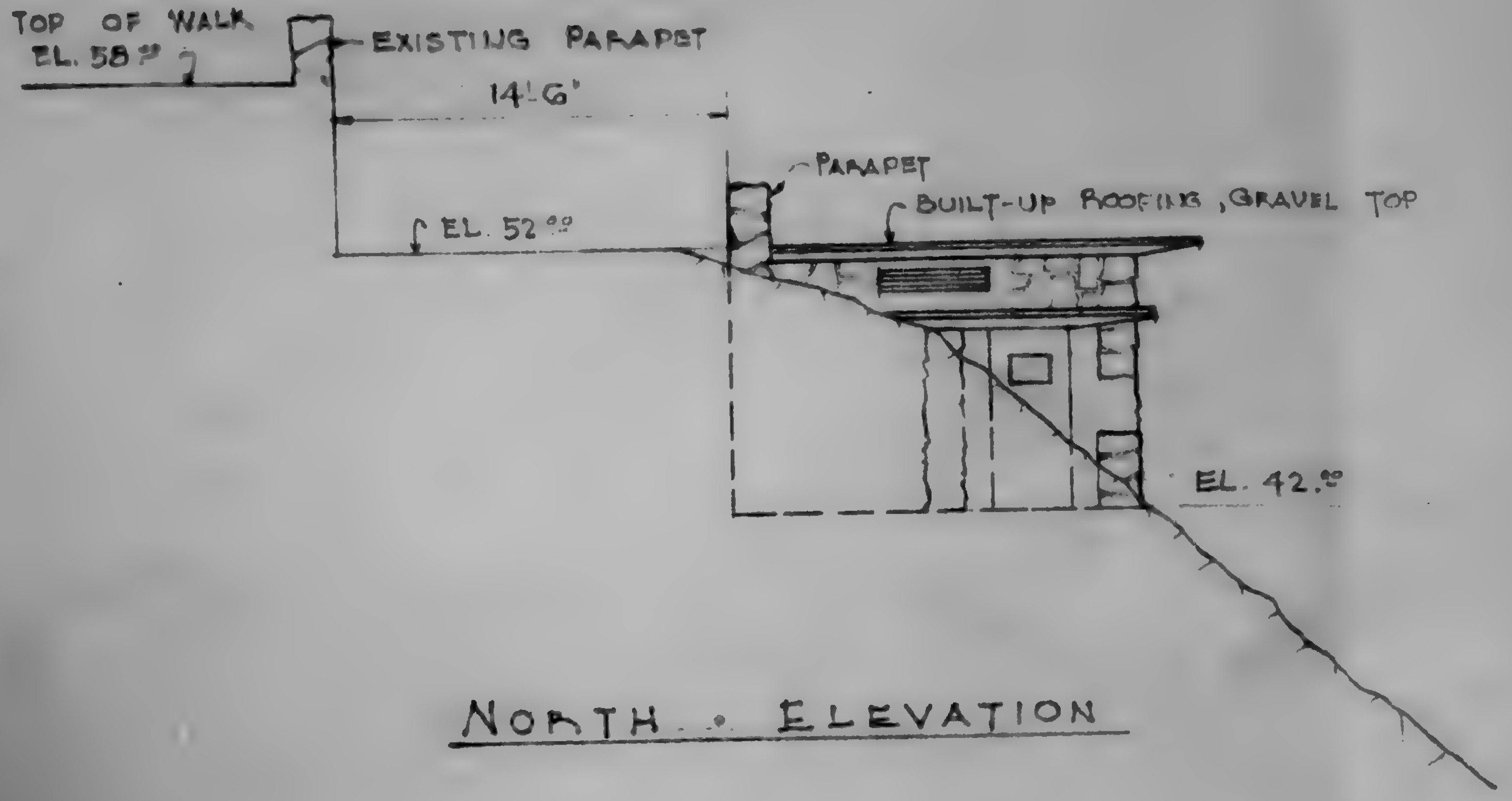
OREGON
STATE HIGHWAY DEPARTMENT
PROPOSED COMFORT STATION
DEPOE BAY - LINCOLN COUNTY
OREGON COAST HIGHWAY
DRAWN BY CCS JOB NO. 7353
FEB. 7, 1955 DRAWING S- 219


EXISTING
EL. 58.00
NEW
..IS ,GRAVEL TOP
EL. 42.00
WEST
EXISTING
EL. 58.00
STEPS
EL. 51.00
4'-6"
MASONRY
MASONRY
..E OR COPPER
.. GLAZED
LOW PLANTINGS
WOMEN
EL. 50.00
PARAPET
P
SCALE



NORTH · ELEVATION

WALLS TO BE CONCRETE WITH STONE MASONRY
VENEER.
PARAPETS & STAIRS TO BE STONE MASONRY
LOUVRES & HARDWARE TO BE BRONZE OR COPPER
SASH SHALL BE STATIONARY BRONZE, GLAZED
WITH OBSCURE PLATE.



NORTH . ELEVATION

WALLS TO BE CONCRETE WITH STONE MASONRY VENEER.
PARAPETS & STAIRS TO BE STONE MASONRY.
LOUVRES & HARDWARE TO BE BRONZE OR COPPER.
SASH SHALL BE STATIONARY BRONZE, GLAZED WITH OBSCURE PLATE.

FEB 16 1955

21-3333

4531

Salem, Oregon
February 11, 1955

Mr. C. W. Enfield
Chief Counsel

Dear Mr. Enfield:

At the January meeting of the Highway Commission a letter was presented from the Depoe Bay Chamber of Commerce regarding construction of rest rooms in Depoe Bay. You will recall that the Commission indicated a willingness to construct such facilities if an agency can be found that will assume the responsibility to police, maintain and care for them. Such information was conveyed to the Chamber of Commerce and I now have a letter from the Chamber stating its willingness to accept such responsibility. I attach a copy for your information.

I have discussed this matter with Mr. Baldock, and he stated to me his feeling that the offer is acceptable and meets with requirements of the Commission. He suggested that a form of agreement be prepared to cover the arrangement. Will you kindly prepare the agreement which should contain provision for the Chamber of Commerce to furnish a bond guaranteeing performance of the obligation it is assuming.

Thank you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encl.

February 11, 1955

Mr. Howard R. Robinson, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Robinson:

Reference is made to your letter of February 4, 1955 concerning construction of rest rooms in Depoe Bay.

It is noted that the Depoe Bay Chamber of Commerce is willing to accept the responsibility of maintaining, policing, and caring for such facilities if they are provided by the State Highway Department. I believe that this meets the requirements of the State Highway Commission, but, of course, the matter will have to be covered by appropriate agreement between the Chamber of Commerce and the State Highway Commission. The agreement will be prepared in this office on the basis of the understanding, and will be forwarded to you for acceptance by the officers of your organization.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1955

Restrooms Depoe Bay

SUBJECT:

To: Mr. C. W. Enfield

[illegible], Beulah

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of February 8, 1955, in which you suggested a possibility of utilizing a portion of the Beulah P. Moore property at Depoe Bay, in the construction of the toilet facility which is proposed and requested by the people of Depoe Bay.

In considering this matter I believe it would be best to place it in the location as originally planned which is a short distance south of the steps, the top elevation of which would be below the street level, and landscaped to fit the terrain.

Very truly yours,

C H Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:dk

cc R. H. Baldock
W. C. Williams
R. L. Porter

RECEIVED
FEB 14 1955
FOR FILING

(5-C)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

February 8, 1955
Salem, Oregon

SUBJECT:

State Highway Commission
v.
Beulah P. Moore, et al.
L-1451 R-4134
Oregon Coast Highway
Depot Bay Wayside

To:

Mr. C. H. Armstrong
State Parks Superintendent
Office

Dear Mr. Armstrong:

You will recall that the Highway Commission at its last meeting requested that we contact Mrs. Beulah P. Moore, or her attorney Mr. Reuben Lenske, to determine whether or not Mrs. Moore would be interested in negotiating for sale of the property under the above file on which we once sought to condemn in light of the Commission's willingness to construct a public toilet upon the Depot Bay Wayside if responsible persons will obligate themselves to maintain and service the same.

I discussed this matter with Mr. Reuben Lenske and he in turn conferred with Mrs. Moore and I have now been advised by Mr. Lenske that Mrs. Moore and her husband are desirous of proceeding with their present plans for the construction of a building upon this property in which will probably be housed a gift shop and maybe a small restaurant. Mrs. Moore is willing, however, to sell fee title to, grant an easement over, or issue a permit with respect to portions of this property which are not required for the improvement she now plans if the Highway Department should find it desirable to utilize any portion of this property in connection with the construction of the public toilet facilities, providing, of course, that the location of the facility and its appearance would not be detrimental to the business she proposes to establish on this property.

I will appreciate your advising me as to whether or not there is any portion of this property that you would like to utilize in connection with any proposed public toilet facility so that I may inform Mr. Lenske.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - R. H. Baldock
W. C. Williams
R. L. Porter

Depoe Bay Chamber of Commerce

"Where the Highway Meets the Sea"

DEPOE BAY, OREGON

OFFICERS
WALT BEUMER
President
HAROLD SAVEREID
Vice-President
CLARENCE MERRITT
Secretary

DIRECTORS
EUGENE MANN
H. R. ROBINSON
WILLIAM WOOD

February 4 1955

Mr. H. B. Gllaisyer:
Secretary Oregon State Hiway Commission
Salem, Oregon

Dear Mr. Glaisyer

Acknowledgement of your letter of January 31 1955 is made in reference to rest rooms in Depoe Bay.

The Depoe Bay Chamber of Commerce is willing to accept the responsibility of forming a Park and Recreational District to maintain, police and properly care for these facilities, if this type of district would be an acceptable agency as referred to in the second paragraph of your letter of January 31 1955. In order that we may have something definite to present to the voters of this area the Chamber feels that we should have a letter from the Oregon State Highway Department stating that if we meet all these requirements as stated in your letter of January 31, that the Oregon State Highway Department will be willing to proceed with the construction of these rest rooms in Depoe Bay.

If you so desire a representative of the Chamber will be willing to meet with you in order to discuss any details connected with this program.

Very truly yours

Howard R. Robinson

Howard R. Robinson
Secretary Depoe Bay Chamber
of Commerce

RECEIVED
FEB 7 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

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January 31, 1955

Mr. Howard Robinson, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Robinson:

Further reference is made to your letter of January 5, 1955 in which you advise that the Depoe Bay Chamber of Commerce would like to know whether or not the State Highway Commission will construct public rest rooms on its property in Depoe Bay if a recreational district is formed to maintain and operate the facility.

Your letter had the attention of the State Highway Commission at its last meeting and was discussed at some length. The Commission indicated a willingness to provide such a facility if some agency can be found to operate it, i.e., to maintain it, police it, and to properly care for it. This will necessitate, of course, execution of an agreement between the Commission and such agency, and the furnishing of a bond by the agency as a guarantee to comply with the provisions of the agreement. We will appreciate your advice as to whether arrangements to that effect can be made.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc

cc: R. L. May, Jr.

January 7, 1955

Mr. Howard Robinson, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Robinson:

This will serve as an acknowledgment of your letter of January 5, 1955, in which you inquire in behalf of the Depoe Bay Chamber of Commerce if the State Highway Commission will construct public rest rooms on its property in Depoe Bay, if a recreational district is formed to take care of future maintenance and operation of the building.

I will bring your letter to the attention of the members of the Highway Commission at its next regular meeting, and will advise you thereafter of the Commission's action.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc Commissioners
R. H. Baldock
C. H. Armstrong

[illegible]

AGENDA
JAN 18 1955

5-c

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
WALT BEUMER
President
HAROLD SAVEREID
Vice-President
CLARENCE MERRITT
Secretary

DIRECTORS
EUGENE MANN
H. R. ROBINSON
WILLIAM WOOD

January 5, 1955

Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

At the last meeting of the Depoe Bay Chamber of Commerce, a resolution was passed asking the Oregon State Highway Commission if they would construct public rest rooms on their property here in Depoe Bay if a recreational district were formed to take care of the maintenance and operation of the building.

We have been informed in the past that the state highway commission would not construct these toilets due to the fact that there was no legal municipal corporation formed to guarantee the maintenance and operation of these facilities.

These rest rooms are so desperately needed in Depoe Bay, particularly during the tourist season, that any advice or information that you would care to give us on the proper procedure for us to follow would be greatly appreciated.

Very truly yours,

Howard Robinson

Howard Robinson
Secretary
Depoe Bay Chamber of Commerce

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JAN 31 1955
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January 31, 1955

Mr. David B. Charlton, Chairman
Recreational and Natural Resources Committee
Portland Chamber of Commerce
824 S. W. Fifth Avenue
Portland 4, Oregon

Dear Mr. Charlton:

In your letter of January 26, 1955, which I received in today's mail, you endorse the request of the Depoe Bay Chamber of Commerce for construction of public rest room facilities at Depoe Bay, and you express the hope that the Highway Commission will be able to work out a satisfactory arrangement relative to the location and maintenance of such a facility.

The Highway Commission discussed this matter at its last meeting, particularly an inquiry from the Depoe Bay Chamber of Commerce, whether or not the Commission would construct such a facility if an agency could be found which would properly care for it, maintain it, and police it. In the discussion of this matter, the Commission indicated a willingness to do what the people of Depoe Bay desire, on the condition that an agency can be found to operate the facility after it has been provided. If such an agency can be found, then an arrangement is to be effected with it to carry on in conformity with the Commission's wishes. This would necessitate a written agreement between the Commission and the agency and probably furnishing of a bond by the agency to guarantee compliance with the provisions of the agreement.

The suggestion was made that it might be possible to locate the facility on the privately owned tract of land situate at the outlet of Depoe Bay, if that area can be acquired at reasonable cost and expense. The Commission ordered the full investigation of the matter. The Commission is of the belief that construction of rest room facilities at this place is warranted if a satisfactory arrangement can be effected as mentioned above.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

PORTLAND CHAMBER OF COMMERCE
PORTLAND 4, OREGON,
824 S. W. FIFTH AVENUE

MEMBER
OF
CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA

CABLE ADDRESS PORTOREGON
ATWATER 9411

January 26, 1955

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re Depoe Bay Restroom Facilities

A member of the Deope Bay Chamber of Commerce, Frank Casserly, drew to the attention of this committee the need for public restroom facilities in Depoe Bay. We have since noted the action taken by the Highway Commission in this matter.

We are sure you are aware of the need for these facilities so I will not detail them here. We trust that the Commission will be able to work out a satisfactory arrangement relative to the location and maintenance of the facility now proposed to be built.

Very truly yours,

David B Charlton

David B. Charlton, Chairman
RECREATIONAL AND NATURAL RESOURCES COMMITTEE

DBC/nt

ANSWERED
H. B. GLAISYER

FORM 2-133 50M REVISED 2-55

RECEIVED

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5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 7, 1955

IN REPLY PLEASE REFER TO

Mr. Howard Robinson, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

COPY

Dear Mr. Robinson:

This will serve as an acknowledgment of your letter of January 5, 1955, in which you inquire in behalf of the Depoe Bay Chamber of Commerce if the State Highway Commission will construct public rest rooms on its property in Depoe Bay, if a recreational district is formed to take care of future maintenance and operation of the building.

I will bring your letter to the attention of the members of the Highway Commission at its next regular meeting, and will advise you thereafter of the Commission's action.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc Commissioners
R. H. Baldokk
C. H. Armstrong

DEPOE BAY CHAMBER OF COMMERCE

Depoe Bay, Oregon

January 5, 1955

Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

COPY

At the last meeting of the Depoe Bay Chamber of Commerce, a resolution was passed asking the Oregon State Highway Commission if they would construct public rest rooms on their property here in Depoe Bay if a recreational district were formed to take care of the maintenance and operation of the building.

We have been informed in the past that the state highway commission would not construct these toilets due to the fact that there was no legal municipal corporation formed to guarantee the maintenance and operation of these facilities.

These rest rooms are so desperately needed in Depoe Bay, particularly during the tourist season, that any advice or information that you would care to give us on the proper procedure for us to follow would be greatly appreciated.

Very truly yours,

/s/ Howard Robinson

Howard Robinson
Secretary
Depoe Bay Chamber of Commerce

RECEIVED
JUL 1 - 1954
FOR FILING

[illegible]
[illegible]

June 30, 1954

Honorable Claude E. Hall
Waldport
Oregon

Dear Mr. Hall:

The problem of rest rooms has been up before the Highway Commission on a number of occasions, and the Highway Commission has refused to provide rest rooms for a park which is in reality a wayside located in the town of Depoe Bay.

In order that the members of the Highway Commission may know your feelings in the matter, I am transmitting to them a copy of your letter to me.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Commissioners

CLAUDE E. HALL
WALDPORT, OREGON

COMMITTEES:
MEMBER: EDUCATION
FOODS AND DAIRIES
LOCAL GOVERNMENT

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

DIRECTORS
UGENE MANN
. R. ROBINSON
ILLIAM WOOD

June 21, 1954.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Ore.

Dear Mr. Baldock:

The people of Depoe Bay are anxious to have rest rooms as indicated by the inclosed letter to me from their chamber of Commerce. Is there any way you could do this through your department?

Representative Carl Francis of Dayton wrote you regarding this project sometime ago, I believe. Since Depoe Bay is not incorporated and there is such a congestion of people there during the Summer months I am hopeful you will give this your personal attention.

I assure you this will be greatly appreciated by the people of Depot Bay and the traveling public.

Most sincerely,

Claude E Hall
Claude E. Hall

RECEIVED
JUN 23 1954
STATE HIGH

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
WALT BEUMER
President
HAROLD SAVEREID
Vice-President
CLARENCE MERRITT
Secretary

DIRECTORS
EUGENE MANN
H. R. ROBINSON
WILLIAM WOOD

May 13, 1954

Mr. Claude E. Hall
State Representative
Waldport, Oregon

Dear Mr. Hall:

We are looking forward to seeing you in Depoe Bay in the near future and will be glad of the opportunity to talk with you.

One of the foremost projects of this body is to assist in obtaining rest rooms for the accommodation of the public.

Since ours is not an incorporated town; and since our Main street is Highway 101; and since there is most advantageously located property owned by the state park department appropriate for such purpose; and since the tourist attractions here are of such a nature that crowds congregate in a congested area and the lack of such rest room facilities is often extremely embarrassing, we would greatly appreciate your making a study of the situation and doing whatever you find possible to assist us in this most worthy project.

Very truly yours,

Depoe Bay Chamber of Commerce

Clarence Merritt

Clarence Merritt, Secretary

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FOR FILING

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[illegible]

April 13, 1954

Honorable Carl H. Francis
Dayton, Oregon

Dear Mr. Francis:

I will transmit copy of your letter of April 7 to the State Highway Commission.

A request was made sometime ago for the Highway Commission to build rest rooms at Depoe Bay, and some type of local cooperation was volunteered, but, after careful consideration and a personal inspection, the Commission denied the request.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:fp

cc Commissioners

Enclosure

CARL H. FRANCIS
DAYTON, OREGON

COMMITTEES:
CHAIRMAN: JUDICIARY
STATUTE REVISION
INTERSTATE COOPERATION
MEMBER: FINANCIAL INSTITUTIONS

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

April 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

It has repeatedly been called to the attention of the writer that a need for public rest rooms exists in the vicinity of Depoe Bay, and I have undertaken, although this is a matter not lying within my legislative district, to discuss this subject with some people in that area.

I believe that local cooperation could be obtained in the maintenance of such a facility, and I think that it would be of great benefit to the travelling public.

I therefore respectfully commend this thought to you and hope that it will be favorably acted upon.

Very truly yours,

Carl H. Francis
CARL H. FRANCIS

CHF:jsh

RECEIVED
[illegible] 1953
FOR FILING

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March 17, 1953

Mrs. Albert G. Johnson
2914 SE Salmon Street
Portland 15, Oregon

Dear Mrs. Johnson:

This will acknowledge receipt of your letter of March 16, 1953 enclosing a clipping from the Oregonian concerning rest rooms at Depoe Bay.

The statement in the news item to the effect that the people of Depoe Bay have been trying to secure these facilities for a number of years is correct. It has been discussed by the Commission and given serious consideration, but because of its long-standing policy not to construct rest room facilities in cities and towns and in built-up communities, such as Depoe Bay, the Commission did not feel that it was its responsibility. Were the Commission to provide these facilities at this place, it could not very well refuse the many other requests that it receives for like facilities in other locations. The Commission is of the belief that it is the responsibility of people of built-up communities to provide accommodations for tourists and others who stop and spend money in their establishments. The people of Depoe Bay have been told on a number of occasions just why the Commission cannot grant their request.

The other places that you mention in your letter as having rest room facilities, such as Ecola Head, Short Sands Parking Space, and Sara Helmich State Park, are in an entirely different category -- being removed from population centers.

It seems to the Commission that the people of Depoe Bay should accept the responsibility in view of the fact that they are benefiting to such a large extent by the tourist trade. The Highway Commission has constructed a fine highway through this place and a park area, which, incidentally, lies between the highway and the ocean and is primarily to preserve the unobstructed view of the beautiful ocean scenery that is available from the highway.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

March 16 - 1953.

Oregon State Highway Com.
Salem, Oregon.

Gentlemen,

The enclosed clipping of a letter to The Oregonian, expresses my sentiments on this subject exactly. We are at Depoe Bay several times a year and have noted the lack of rest rooms. You have put in new rest rooms at several of the state parks, such as Ecola Head and Short Sands Parking space and at Sarah Helmick State Park and they are appreciated.

Yours truly
mrs. Albert G. Johnson
2914 S.E. Salmon St
Portland 15 Oregon

[illegible]

To the Editor: Each year the state of Oregon spends thousands of dollars advertising the wonderful scenery, the wonderful vacation spots, fishing, the mountains, the beaches, etc. Depoe Bay is one of these spots.

Our deep-sea fishing alone attracts thousands of visitors each year. On Memorial day we have the "Fleet of Flowers" ceremony. We have had as many as 20,000 visitors on that day, and during the summer thousands of tourists from all over the country travel through and stop at our little village.

The highway commission builds and maintains rest rooms in state parks throughout the state. We have a state park in Depoe Bay where more people stop by accident than on purpose in some of the other parks.

We need rest rooms in Depoe Bay. We have been trying for several years to get them, but for some reason we have been turned down by the highway commission.

WALTER J. BEUMER,
Box 160, Depoe Bay.

RECEIVED

ANSWERED
H. B. GLAISYER

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March 13, 1953

Mrs. Hazel Briscoe
Box 184
Depoe Bay, Oregon

Dear Mrs. Briscoe;

There was received in today's mail your letter directed to the State Highway Commission in which you ask the Commission to provide rest room facilities in your village for the convenience of the general traveling public.

The matter of constructing rest room facilities at Depoe Bay has been a matter of discussion by members of the State Highway Commission on a number of occasions in the past. All requests have been denied by the Commission because it is a matter of established Commission policy, the feeling of the Commission being that the responsibility to furnish such facilities rests with the people of Depoe Bay. Were the Commission to deviate from this policy and construct rest room facilities at Depoe Bay, it could not refuse to provide similar accommodations in other localities without considerable embarrassment. The Commission wants to treat all communities alike and accordingly has taken a firm stand against spending State funds to finance construction of these facilities in localities such as your village.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:el

State Highway Commission
Salem Oregon.

Dear Sirs:

We have a State Park here at Depoe Bay. It is a State Park in name only. Yet we have larger Crowds here than any other place along the Coast. It is the only place where the traveling public can stop, sit in their cars and enjoy the ocean.

We have no public toilets here, yet children accompany their parents and should not be taken to the rest rooms in the taverns.

May we have public toilets installed either between the rock wall and the ocean or on the Subway under the bridge? One is badly needed.

RECEIVED
MAR 13 1953
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

Yours truly
Mrs Hazel Briscoe
Depoe Bay
Ore Bx 184

Primary Teacher

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August 21, 1952

Mr. Clay Cochran, Manager
Salem Chamber of Commerce
Salem, Oregon

Dear Mr. Cochran:

In your letter of August 20, 1952, you inquired concerning the construction of public restrooms at Depoe Bay and mention as a suitable site the state park just north of the highway bridge at this place.

This matter has been the subject of discussion by the members of the State Highway Commission on numerous occasions in th past. Delegations have appeared before the Commission urging provision for such facilities, but, in each instance, the Commission has denied the request as a matter of policy. It is the feeling of the Commission that the furnishing of such facilities in cities and towns and in built-up unincorporated communities is a responsibility of the local people. The Commission receives many requests for construction of similar facilities in other localities but adheres strictly to its established policy in its consideration of each case. Were the Commission to deviate from its policy in this one instance, it would then be necessary for them to construct restrooms in all localities which would soon involve expenditure of a large sum of money. Otherwise the Commission would be placed in an embarrassing position which, of course, it wishes to avoid.

The park to which you refer consists of a narrow strip of land lying between the highway and the ocean just north of the Depoe Bay Bridge. No doubt you are familiar with the location.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

TRADE CENTER OF
THE WILLAMETTE VALLEY

FOOD PROCESSING CENTER
OF THE PACIFIC NORTHWEST

Salem Chamber of Commerce
SALEM, OREGON

August 20, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Herb:

We have been requested by several groups along the 101 Highway to help them secure adequate rest rooms at Depoe Bay for the large crowds that convene there over the weekends.

Understand there has been a park, just north of the bridge at Depoe Bay which was donated to the park commission; and it has been suggested that these accommodations could be easily built in the park area.

Would appreciate your suggestions as to how we should approach this matter in order to bring it in to action.

Yours very truly,

CLAY COCHRAN,
Manager

Recd 8/21/52

CC/ml

cc: Mr. Chester A. Armstrong
Oregon State Park Commissioner
Salem, Oregon

Mr. C. E. Carlos
P. O. Box 321
Depoe Bay, Oregon

ANSWERED
H B GLAISYER

"Trail 'em to Salem"

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3/14/52

April 7, 1952

Mr. Clyde E. Carlos
Chairman
Depoe Bay Civic Council
Depoe Bay, Oregon

Dear Mr. Carlos:

You headed a delegation which appeared before the State Highway Commission at its last meeting and urged the Commission to provide public restroom facilities at Depoe Bay. You were informed by the Hon. Ben R. Chandler that the Commission would consider your request and that you would be advised of its decision.

Subsequently, the matter was discussed further, but the Commission could not see its way clear to do what you asked because it would mean a serious deviation from its long established policy, which will not permit the providing of such facilities in built-up communities such as yours. The Commission is of the firm belief that the furnishing of restroom facilities in settled communities such as Depoe Bay is the responsibility of local people.

The same problem has confronted the Commission in the past, and the Commission has always taken this same action with respect to them. The Commission appreciates your problem and hopes that you will be able to solve it locally.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

DELEGATIONS

State Highway Commission

10:45 a.m.
Depoe Bay Civic Council
Date of Meeting March 14, 1952

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
Clyde E. Carlos	Depoe Bay	Chairman of Civic Council
Leon Haskell	" "	Vice-President of C. of C
Fred Corn	" "	Comdr. Depoe Bay Coast Guard Auxly.
Mrs. Harold Avereid	" "	Garden Club
Mrs Beulah Seifert	" "	Home Extension Unit
Mrs Sid Neil	" "	P.T.A.
Mr. Sid Neil	" "	Pres. Depoe Bay Boosters Club

filed by Haskell
3/14/52

Depoe Bay Chamber of Commerce

"Where the Highway Meets the Sea"

DEPOE BAY, OREGON

OFFICERS

CLYDE E. CARLOS
President

LEON HASKELL
Vice-President

WALT BEUMER
Secretary

DIRECTORS

STANLEY R. ALLYN

S. L. DAMON

CLARENCE MERRITT

WILLIAM WOOD

March 14, 1952

Mr. Chairman and Gentlemen:

Mr. Carlos has just turned over to you nine certified copies of conversations with business men of Depoe Bay, the subject matter of which is not fit for public discussion or publication. I hope you will take the time to read them all.

There are at the present time twelve rest rooms in the various types of business along the main street of Depoe Bay, which is on Hiway 101, all available to the tourist. But you will see by the affidavits that these are woefully inadequate to care for the wants of the thousands of tourists that stop in Depoe Bay.

As an example, every day from daylight till dusk the sportfishing fleet takes out hundreds of tourists and provides a rest room on each boat for their comfort, but for every tourist that goes fishing, waiting on shore is mother and the young ones. The fishing trips are from two to four hours which means those on shore spend their time playing or sitting in the State Park watching the fishing fleet come and go, picnicing or visiting the various shops and museums. Eventually the rest room problem arises and mother and the children wait too long before inquiring and find the line up too long to prevent accidents and abuses that are described in the affidavits.

One mile to the North is Boiler Bay State Park, and one mile to the South is Rocky Point State Park, each equipped with rest rooms and picnic facilities. Tourists stop at these places for a look at the ocean or to take a picture or two but the majority of cars using these facilities are Oregon cars, local people or valley people who bring a picnic lunch and come to the beach for the day. The out of State tourist carries no picnic lunch so moves on to the next town. For every tourist that stops at these two places five hundred stop at Depoe Bay.

Starting with the Fleet of Flowers Memorial services on Memorial Day which attracts three to four thousand people,depending on the weather, thru Labor Day hundreds of tourists stop each week day. On Saturdays, Sundays and Holidays it runs into the thousands.

Where do these people come from? Every state in the union. What brings them here? Advertising by tourist groups, Chambers of Commerce , but principally by the State Hiway Department. According to your own figures 900,000 out of state cars came to Oregon in 1951 and you can bet that most of them came down on Hiway 101 to see the Pacific ocean. Remember too that hundreds of people from the Willamette Valley and other Oregon areas who make it a practice of spending week ends at the beach, and are scattered from Wecoma to Agate Beach spend most of their time at Depoe Bay either fishing or watching the boats from the bridge or the State Park. A check with either of the sportfishing ticket offices will show that most of their reservations are from tourists staying all along the Ten Miracle Miles of North Lincoln County. Depoe Bay just does not have the accomodations for the thousands that are there over the week ends.

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
CLYDE E. CARLOS
President
LEON HASKELL
Vice-President
WALT BEUMER
Secretary

DIRECTORS
STANLEY R. ALLYN
S. L. DAMON
CLARENCE MERRITT
WILLIAM WOOD

March 14 , 1952

Depoe Bay is a small unincorporated fishing village of approximately 500 people. It has two sources of income, fishing and tourists, both of them seasonal, about four months of the year. It has no all year around payroll industry. The burden of building and maintaining large public rest rooms,even if we had some tax levying body to assess taxes for such a project,is beyond the ability of the community to pay. In this folder put out by your department, ten of the 22 featured attractions are on Hiway 101, and it gives a list of 35 State parks each with a comfort station , and 26 of them with a caretaker on duty, some of them within incorporated cities well able to provide these facilities themselves. And I might point out that this year additional facilities are being built in Yaquina Bay State Park within the corporate limits of Newport.

We have contacted many State departments in an effort to remedy this situation. They all agree it is a matter that needs immediate attention but that your department is the only one that can do anything about it.

Lets look at the record:

I. His Honor Governor Douglas McKay in a letter to the Depoe Bay Chamber of Commerce dated November 23, 1951

"Quote: " I recognize your difficulties down there and hope that something can be done before the next summer season."

2. Mr. Devers, just a few days before he passed away told me personally:

Quote: "A damnable shame, the worst black eye the department has. I'll do what I can."

3. Mr. Armstrong, State Park Superintendent, before the Depoe Bay Chamber of Commerce on Feb. 18, 1952.

Quote: " I agree with everything you say. I Can't give you any good reason why rest rooms should not be built in Depoe Bay. I suggest you go to the State Hiway Department again."

4. Dr. Erickson, State Health Dept. in a letter to the Depoe Bay Chamber of Commerce dated Sept. 25, 1951

Quote: "We are sympathetic with your cause and believe you have selected the correct method in obtaining the facilities that you apparantly need very badly."

5. Mr. C. M. Everets Jr. Director Division of Sanitation & Engineering in a letter to the Depoe Bay Chamber of Commerce dated Oct. 12, 1951

Quote: " We shall certainly do everything possible to aid in obtaining adequate public toilet facilities in this area."

6. And a letter from you gentlemen, signed by your secretary Mr. H. B. Glaisyer, dated, August 23, 1951.

Quote: "The commission does acknowledge it's responsibility to furnish rest rooms in State Parks, where they are provided at State expense and maintained by the Park caretaker."

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
CLYDE E. CARLOS
President
LEON HASKELL
Vice-President
WALT BEUMER
Secretary

DIRECTORS
STANLEY R. ALLYN
S. L. DAMON
CLARENCE MERRITT
WILLIAM WOOD

March 14, 1952

We are not asking political favors, nor do we want rest rooms because our neighbor has been favored with rest rooms, but we have an unhealthy, unsanitary condition that has to be abated. The spectacle of tourists using the gutters of Hiway 101 for sewers, dumping pots in vacant lots and relieving themselves behind buildings, and using the State park for a cesspool is contrary to the public sense of decency, against all the laws of health and sanitation and reflects unfavorably not only on our community but on the State as a whole. It makes a total loss of thousands of dollars worth of advertising that the Hiway department has spent to attract tourists to Oregon.

So we are again asking you to build rest rooms in Depoe Bay. We don't care where you build them or what you build them of, we leave that to your good judgment, just as long as you build them.

I thank you,

Leon Haskell
Vice President, Depoe Bay Chamber
of Commerce.

February 20, 1952

Mr. Clyde E. Carlos
Chairman
Depoe Bay Civic Council
Depoe Bay, Oregon

Dear Mr. Carlos:

In your letter of February 18, 1952, you request a hearing before the State Highway Commission at its meeting on Friday, March 14, 1952 regarding the matter of constructing comfort stations or rest rooms in the State park at Depoe Bay.

I am reserving fifteen minutes of time on that day for the convenience of your group starting at 10:45 a.m., which, I trust, is satisfactory. The Highway Commission holds its meetings in the Green Room of the Imperial Hotel, Broadway and Stark Streets, Portland, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Commissioners
R. H. Baldock
C. H. Armstrong

AGENDA
MAR 14 1952

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
CLYDE E. CARLOS
President
LEON HASKELL
Vice-President
WALT BEUMER
Secretary

DIRECTORS
STANLEY R. ALLYN
S. L. DAMON
CLARENCE MERRITT
WILLIAM WOOD

Feb. 18-1952.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

In accordance with the suggestion of Mr. C.H. Armstrong, State Parks Superintendent, made during his visit here on February 13th., we are hereby requesting from the State Highway Commission that they name the place and hour at which we can come before that body, during their March meeting, and present our case relative to comfort stations or rest rooms, in the State park, here in Depoe Bay.

Due to the fact that the PUC has a hearing on the application of the Depoe Bay Development Company, for an increase in water rates, set for 10:30 a.m. , here in Depoe Bay, March 13th, we would appreciate it very much if any time given us could be during your March 14th session.

This is a matter in which we are very deeply interested, because of its effect on our visiting tourists and we will most eagerly await your reply.

Thanking you for the prompt consideration which we believe you will give us, we are,

Very sincerely,

DEPOE BAY CIVIC COUNCIL,
By Clyde E. Carlos
Chairman.

10:45 AM
March 14, 1952

ANSWERED
H. B. GLAISYER

D

To Whom it may Concern:

This is to certify that I am the owner and operator of a Hamburger and Coney Island shop on Highway 101, in Depoe Bay, known as "Walt's Shack".

The walls of the Shack are made of Ply-wood and on week-ends and other busy occasions, there are many instances when my patrons, sitting at the counter, enjoying their lunch, become altogether too well aware of what is going on behind the Shack, on the other side of the ply-wood wall at their back.

Further more, there are many instances when we see our out-of-town visitors, take a small pot (under the bed style) from the trunk compartment of their car, place it on the pavement between their car and the one parked next to theirs, with father and mother, screening as best they can, the operation taking place, they then and there minister to the necessities of one of the junior members of their family, later disposing of the net results in the vacant lot to the north of the Shack, or over the sea-wall, into the State Park.

Signed

Walter J Beumer

Subscribed and sworn to before me, a Notary Public in andfor Oregon, this 28 day of February 1952.

My commission expires,
Oct 7, 1955

William Wood
Notary Public.

We dislike very much to complain,but-

We are located just across Highway 101 from the State Park and the spouting horns therein. During the past season, which was our first in Depoe Bay, there were many times when we had groups of people (tourists) winding in and out, between our tables which were occupied by paying guests, from the entrance in the Southwest corner of the building to the Rest-room doors in the northeast corner.

Nor was this all. There were times when some of these people who were more or less under the influence of liquor, threatened to kick the rest-room doors down unless those occupying the rooms came out very soon.

These people were strangers who were not acquainted here; did not patronize us to the extent of buying a cup of coffee; had absolutely no business in our cafe other than the use of our rest-rooms and went out cursing and grumbling about the accomodations afforded them in an area advertised as was Highway 101 and the Pacific Northwest.

All in all,it provided us with an experience, which certainly was not at all to our liking or the best interest of our business, nor did it increase the popularity of Highway 101 or our community of Depoe Bay, in the minds of the touring public.

It would seem that the best thing for us to do would be to take down our rest-room signs and let the State put up some to accomodate their temporary visitors, here in their State Park. Our regular customers or those who come here often, will be able to locate ours without the signs.

Mrs Myrtle Binns

William H Binns

Subscribed and sworn to before me, a Notary Public in and for Oregon, this 1st day of March, 1952.

William Wood
Notary Public.

My commission expires,
October 7th,,1955.

A report on things that happen where they should not:

I own and operate Ainslee's pop corn and candy shop, popping my own corn and manufacturing and wrapping or boxing my own candy, our location being on Highway 101, here in Depoe Bay.

Stopping in the middle of "pulling" a batch of Salt Water candy to remove from the floor of our sales room, conclusive evidence that some one has been forced to wait to long, does not put me in a mood to treat a visiting tourist in such a way that he will want to return.

The natural functions of the human body may be denied and controlled for a time, but sooner or later their unheeded demands, explode in an action, the result and extent of which is altogether unpredictable.

I mention the visiting tourists because they are the ones who do not know where to go or whom to ask, when Mother Nature makes her demands. Our own people or those who visit us often, know their way around, where to go and whom to ask, if that becomes necessary, but the traveling tourist may put in so much time, asking some one who knows no more about it than he does, that before he succeeds in locating the necessary facilities, he does not need them. What he then really needs is a shovel or a scrub broom, or possibly, a cleaning establishment. In either instance, it fixes in his mind a very embarrassing incident, to the scene of which, it is not very likely he will soon return.

Be advised also, that such happenings are not "occasional", but are occuring nearly every day, during the tourist season, in some ones place of business. Our criticism, however, should not be directed, primarily, against our tourist visitors, but against those who induce them to visit us and then fail to provide sanitary facilities, necessary for their comfort and well being.

Graham Ainslee

Subscribed and sworn to, this 1st day of March, 1952, before me, a Notary Public in and for Oregon.

William Wood

My commission expires,
October 7th.,1955.

To the Oregon State Highway Commission:

Permit me to inform your honorable body that I am the owner and proprietor of Sunset Hardware and Marine Paints, also Fishing Supplies, here on Highway 101 in Depoe Bay, and that there are many times on week-ends and other days during the tourist season, when, from the time I open my place of business in the morning until I am able to close it at night, there is no time during which there is not from twelve to fifteen individuals, men , women and children, wandering around my place of business, who have absolutely no mission there other than a chance to visit my rest-rooms.

That on many occasions,I am obliged to defer closing my place of business in the evening because of those waiting for rest-room accomodations,

Furthermore, there are many days in which my rest-rooms are not out of service long enough for me to enter for the purpose of cleaning them up, a service for which they are badly in need of, or to see that paper and other supplies are there in sufficient quantity.

Signed,

Robert MacDougall

Subscribed and sworn to, before me, a Notary Public in and for Oregon, this 29 day of February, 1952.

William Wood
Notary Public.

My Commission expires,
Oct 7 ,1955.

Reporting to the State Highway Commission:

Owing to the fact that there are many comparatively dark corners in the Depoe Bay Acquarium, we feel quite confident that we receive our full share of evidence that the visiting public is certainly in need of public rest-rooms in at least one vacation point along Highway 101, and we can see no reason why our publicofficials who are spending hundreds of thous-thousands of dollars in an effort to bring the touring public to this, the Pacific Northwest's greatest tourist attraction, should not spend a little money and energy in seeing that they are properly cared for, in this respect at least, after they have succeeded in getting them to visit us, rather than load that burden on the shoulders of the resident population and their private facilities.

After all, the State gets the lion's share of the gasoline tax paid by these tourists while here, as well as that paid by the local residents, so why not spend a little of it in making conditions a little more happy, healthful and harmonious for all parties concerned.

DEPOE BAY AQUARIUM,
By W E Sullivan
Care taker.

Subscribed and sworn to before me, a Notary Public in and for Oregon, this 29 day of February, 1952.

William Wood
Notary Public.

My Commission expires,
Oct. 7, 1955.

A plain statement of fact:

I own and operate a beer parlor and card room, off from Highway 101, here in Depoe Bay. My place is equipped with two single unit rest-rooms which are used continuously by men, women and children.

I have by actual count seen as many as 293 persons enter those two rest-rooms in one hour, or approximately, an average of one every 24 seconds.

On one such a day, after having been in the rest-rooms for the purpose of "swamping up", replenishing toilet paper and paper towels, I returned a short time thereafter, only to find easily recognized and sufficient evidence that at least three individuals were unable to wait long enough to get their chance to properly relieve their urgent necessity and had used the floor.
Having been paying enough attention to count the number of people who entered the rest-rooms, I know of a certainty, that they were neither drunken or willfully diorderly.
The only explanation is that they had been denied an opportunity so long that the voluntary had passed into the control of the in-voluntary and action had to take place, right then and there.

Like many others in our community, I have been trying to carry my share of this load, but I'll be damned if I don't think it is about time that the Highway Commission did something here, for the benefit of the touring public, vacationing in their State Park.

Christian Poedlemeier

Subscribed and sworn to before me, a Notary Public in and for Oregon, this 29 day of February, 1952.

William Wood
Notary Public.

My Commission expires,
Oct 7, 1955

As seen from my window:

I am the owner and operator of a business establishment fronting on Highway 101, here in Depoe Bay and known as "View Variety Store".

We are just across the Highway from some of our most active Spouting Horns, a center of attraction for our visiting tourists. It is no uncommon sight to see some grown-up take a small pot, such as was in more common use in our yester-years, place it on the pavement between two cars, use it for the only purpose for which it was ever intended, and dispose of the contents in the vacant lot across the street or over the sea wall, into the State Park.

The space excavated for our building is somewhat larger than the building itself, especially in the rear. The space between the rear wall of the building and the dirt and rock wall somewhat farther back, need only to be roofed over and have a sewer line installed to convert it into a very popular rest-room substitute. Neither does the north side of the building, where there are no windows and which is protected against the view from down the street, fail to attract its share of customers.

Being in the business I am, a compost heap is of very little value to me and some other disposition of the accumulation would meet with my full approval.

These tourists to whom we are referring, are the people the State has paid out hundreds of thousands of dollars to attract down here, and then leaves them to cope with their unavoidable emergencies as best they can.

Clarence F. Merritt

Subscribed and sworn to, this 29 day of February, 1952, before me a Notary Public in and for Oregon .

William Wood
Notary Public.

My Commission expires,

Oct. 7, 1955.

In support of Public Rest-rooms:

I own and operate Spouting Horn Cafe and Hotel here in Depoe Bay.

During the past season I have counted a line-up of as many as 52 people, headed by three Catholic Sisters, waiting for a chance to visit our rest-rooms which are located on the second floor.

This line-up extended from the rear of the Cafe, across the hall, up the stairs and overflowed into the halls on the second and third floors, the rest rooms being on the second floor.

I am unable to say just what might have happened but it was later discovered that all the halls and both stair ways had to be cleaned of solid matter, which should have been deposited in public rest-rooms.

Add to this the fact that we later discovered there must have been those in the line-up during the day who felt that any old port in a time of storm was not to be overlooked, as evidenced by the deposits found on the soiled linen in the laundry room.

Outside, along the rear of the hotel, became sucha popular retreat, during the season, that we went so far as to furnish a shovel, for their use in heaving the discarded material into the bay.

This is just in addition to talks I have had with employees of the Park department.

O. H. Staunton

L. H. Staunton

Subscribed and sworn to , before me, a Notary Public in and for Oregon, this 28 day Feb., 1952

William Wood
Notary Public.

My Commission expires,
Oct 7, 1955.

Minister to the traveling public, when and where they need it.

As proprietor of the Reef Cafe, I am forced to maintain very close contact with the rest-room situation here in Depoe Bay.

Naturally, our rest-rooms are for the use of the public, but during the summer season, our guests are sufficient to make our rest-rooms a fairly busy place, and there is often a real need for the "No vacancy" sign.

Our rest-room facilities can take care of only a certain number of people per hour, and when tourists and transient visitors increase that number from one hundred to two hundred per cent, it creates a serious situation. The additional labor and expense caused thereby is not to be ignored, but is something which we can and do absorb, regardless of the fact that we feel we are being imposed upon by some one.

Providing adaquate and accessible sanitary facilities for the accomodation of this tourist over-flow, constitutes a different and more serious problem.

A large number of these transients, if not out on a fishing trip or a pleasure cruise on the ocean, will usually be found, amusing themselves in the State Park, by watching the boats go in and out; beach combing along the exposed rocks or playing around the spouting horns, and it would seem that they are entitled to reasonable rest-room accomodations in that vicinity, rather than be forced to wedge themselves into privately owned facilities, already crowded to capacity.

Who is being derelict in their manifest duty? Who, neglectful of common courtesy to our tourist visitors.

Fred H. Hoefel

Subscribed and sworn to before me, a Notary Public in and for Oregon, this 3rd day of March, 1952.

Robert MacDougal
Notary Public. for Oregon

My Commission expires,
~~[illegible]~~.,1955.
May 15th

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 20, 1952

Mr. Clyde E. Carlos
~~Chairman~~
Depoe Bay Civic Council
Depoe Bay, Oregon

Dear Mr. Carlos

In your letter of February 18, 1952, you request a hearing before the State Highway Commission at its meeting on Friday, March 14, 1952 regarding the matter of constructing comfort stations or rest rooms in the State park at Depoe Bay.

I am reserving fifteen minutes of time on that day for the convenience of your group starting at 10:45 a. m., which, I trust, is satisfactory. The Highway Commission holds its meetings in the Green Room of the Imperial Hotel, Broadway and Stark Streets, Portland, Oregon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:la

cc: Commissioners
R. H. Baldock
C. H. Armstrong

NOTED
State Highway Engineer

DEPOE BAY CHAMBER OF COMMERCE

Depoe Bay, Oregon

February 18, 1952

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

In accordance with the suggestion of Mr. C. H. Armstrong, State Parks Superintendent, made during his visit here on February 13th., we are hereby requesting from the State Highway Commission that they name the place and hour at which we can come before that body, during their March meeting, and present our case relative to comfort stations or rest rooms, in the State park, here in Depoe Bay.

Due to the fact that the PUC has a hearing on the application of the Depoe Bay Development Company, for an increase in water rates, set for 10:30 a.m., here in Depoe Bay, March 13th, we would appreciate it very much if any time given us could be during your March 14th session.

This is a matter in which we are very deeply interested, because of its effect on our visiting tourists and we will most eagerly await you reply.

Thanking you for the prompt consideration which we believe you will give us, we are,

Very sincerely,

DEPOE BAY CIVIC COUNCIL,

By Clyde E. Carlos
Chairman.

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November 7, 1951

Mr. Clyde E. Carlos, President
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Carlos:

Your letter of September 20 addressed to the Honorable Douglas McKay, Governor, was forwarded to the Highway Engineer and by him presented to the Highway Commission at its meeting October 11. In your letter you renewed a request that the State Highway Commission construct restroom facilities in Depoe Bay.

The matter was again carefully considered by the Commission and they instructed me to advise you that no change has been made in the policy under which the request has been denied several times in the past. In brief, the Commission still could not see its way clear to approve installation of restroom facilities at State expense.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 11/6

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September 27, 1951

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a letter written to the Honorable Douglas McKay, Governor of Oregon, by Clyde E. Carlos, president of the Depoe Bay Chamber of Commerce, and the Governor's reply.

As I recall, you have considered this on three or four different occasions and each time you have refused to put in rest rooms at Depoe Bay.

I will place this matter on the agenda at the next Commission meeting, so that you can then advise me with reference to the reply to be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:bl
Attach 2

cc Governor McKay

Mr. W. C. Williams

COPY

STATE OF OREGON
Executive Department
SALEM

DOUGLAS McKAY
Governor

September 25, 1951

Mr. Clyde E. Carlos, President
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Carlos:

Your letter of September 20th relative to the construction and maintenance of rest rooms at Depoe Bay is acknowledged. I shall be glad to do some further checking on this subject, but, as you know, the decision rests with the State Highway Commission.

I am leaving tomorrow night for the Governors' Conference in Tennessee, and I am not certain that I shall be able to get in touch with the members of the Commission before leaving. However, I shall endeavor to do so.

I shall ask Mr. Baldock, State Highway Engineer, to bring this subject to the Commissioners' attention in the event I do not reach the members, and I am sure that Mr. Baldock will be glad to write to you as to the Commission's decision.

Sincerely yours,

Governor

DM:G

cc - Mr. R. H. Baldock

COPY

DEPOE BAY CHAMBER OF COMMERCE
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

Depoe Bay, Oregon,
Sept. 20th., 1951.

Honorable Douglas McKay, Governor,
Salem, Oregon,

My Dear Governor:

We dislike very much to impose on our Governor to the extent of asking him to devote his valuable time to the consideration of our community problems, but this being one which not only affects Depoe Bay, but Highway 101, as well as the reputation abroad, of the entire state of Oregon and the Pacific Northwest, we feel that perhaps we are justified in doing just that.

We have a situation here which is not only causing our faces to turn red nearly every day in the year, but is the cause of very uncomplimentary criticism being directed against Highway 101 and our state as a whole. I refer to the lack of rest rooms and especially that lack in what I shall designate as Spouting Horn State Park, right here in the center of our little community. As one Kansas tourist was heard to remark, "Yes, stay on Highway 101 to Astoria, and they steer you up here into the d--n jungles, where they don't even have rest rooms".

There is no single attraction on the Oregon coast and I do not hesitate to include Washington and California, which interests and attracts more visitors, both summer and winter, than do our spouting horns, here in the State Park, a park to which the state attaches enough importance to cause them to bring condemnation proceedings in order to purchase privately owned property to add to it.

Rest rooms are furnished and maintained in other State parks. Boiler Bay, to the north has them. Rocky Creek to the south has them, as do many other State parks.

We are told, quote, "The Commission does acknowledge its responsibility to furnish rest rooms in State parks, where they are provided at state expense and maintained by the park caretaker".

Then we are told that a definite decision has been reached, "not to construct rest rooms at this place". That, "the community of Depoe Bay does not meet the requirements". This all adds up to a total which we can not enumerate.

We know that our park has more to offer in the way of attractions and a need, as compared to that of many others, in the ratio of a thousand to one. What then is this important feature which we are lacking. If we knew, possibly we could do something to alleviate the objections.

Depoe Bay is a small, unincorporated community which has practically been put out of business for the past two seasons by the dillatory operations of the Kuckenburg Construction Company in their handling of our bay development project, and are incapable of supplying these long needed facilities, even if the responsibility was theirs. And not only is the situation one which is shameful and disgraceful, bringing derogatory criticism upon our community, our state and our institutions, but it is inimical to the public health.

People lined up in front of a filling station, a restaurant, a motor court and even applying at private homes, giving every indication of their very urgent and painful need, furnishes ample evidence of a condition which does not promote the health of the individual.

I think you are familiar enough with the situation in Depoe Bay to be easily convinced that I am in no way exagerating in the seriousness which attends it.

We feel that you helped us very much in our bay dilemma and are fully appreciative. Is it to much to ask that you now give us any assistance you can conveniently, in dealing with this deplorable situation. Rest assured that we will be appropriately appreciative.

Yours very sincerely,

DEPOE BAY CHAMBER OF COMMERCE,

By /s/ Clyde E. Carlos
President.

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September 11, 1951

Mr. Clyde E. Carlos, President
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Carlos:

This will acknowledge receipt of your letter of September 8, 1951 regarding the construction of rest rooms in Depoe Bay.

I am sorry that you had misinterpreted my letter, but the Highway Commission definitely decided not to construct rest rooms at this place. The Commission has an established policy with respect to such matters, and the community of Depoe Bay does not meet the requirements. The Commission considers that the responsibility to provide rest room facilities within cities and towns and in communities such as Depoe Bay a local responsibility.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

Depoe Bay Chamber of Commerce
"Where the Highway Meets the Sea"
DEPOE BAY, OREGON

OFFICERS
CLYDE E. CARLOS
President
LEON HASKELL
Vice-President
WALT BEUMER
Secretary

DIRECTORS
STANLEY R. ALLYN
S. L. DAMON
CLARENCE MERRITT
WILLIAM WOOD

Depoe Bay, Oregon,
Sept. 8th.,1951.

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen:

Owing to the fact that Mr. Louden is no longer a resident of Depoe Bay, your letter of Aug. 23rd., addressed to him as Secretary of the Depoe Bay Chamber of Commerce, was delivered to me.

Needless to say, we are greatly pleased to know that " The Commission does acknowledge its responsibility to furnish rest rooms in State parks, where they are provided at State expense and maintained by the park caretaker".

Being so fortunate as to have Spouting Horn State Park right here in the heart of our little community, it would seem there is but one additional feature in connection with providing rest rooms in this park, regarding which we would request a definite commitment, and that is, the time at which you can assure us of their completion and readiness for use.

They are needed all the year round, but to go through another tourist season as we have through those of recent years, will only add to the opprobrium which is now being directed at Depoe Bay, Highway 101, and the State of Oregon as a whole. Very unfavorable repercussions are echoing back from points far to remote to permit this being considered a local situation.

Like Chambers of Commerce in most small centers, we have no large bank account, but if there is any way in which we can assist in speeding up the completion of these park facilities, now long over due, please feel free to contact us at any time.

In greatful appreciation,

Depoe Bay Chamber of Commerce,
By Clyde E. Carlos
President.

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August 23, 1951

Mr. Allen C. Louden, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Louden:

On April 28, 1950, you directed a letter to the State Highway Commission requesting in behalf of the Depoe Bay Chamber of Commerce the construction of rest rooms at Depoe Bay. In my acknowledgment of May 1, 1950, I informed you that I would bring the matter to the attention of the State Highway Commission at the earliest opportunity, but in checking my files, I find that you were not informed of the Commission's action. Needless to say, this is regretted.

The Commission referred this matter to the Engineer for investigation and report back to the Commission. These naturally took some time; however, from information gathered, the Commission determined that it could not provide such facilities without deviating from its established policy, which will not permit expenditure of State Highway funds for construction of facilities of this nature in cities and towns and in local communities such as Depoe Bay. The Commission feels that the responsibility to provide them rests with the local citizens. The Commission does acknowledge its responsibility to furnish rest rooms in State parks, where they are provided at State expense and maintained by the park caretaker.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

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August 23, 1951

Melissa Hunter
Secretary-Treasurer
Depoe Bay Booster Club
Depoe Bay, Oregon

Dear Madam:

In your letter of May 11, 1950, you advised the State Highway Commission that the Depoe Bay Booster Club went on record in support of the efforts of the Depoe Bay Chamber of Commerce to secure an allocation of State Highway funds to provide public rest room facilities at Depoe Bay. In my acknowledgment, I told you that I would bring your letter to the attention of the State Highway Commission and would advise you of the action taken thereon.

In checking the Commission's files, I find that you were not informed of the Commission's action, which, incidentally was taken a considerable length of time after your request was received, due to necessary investigation and preparation of plans and estimates.

The Highway Commission could not see its way clear to approve the project. It considers the providing of such facilities in cities and towns in communities such as Depoe Bay the responsibility of the local people. The Commission considers the facilities, where they are to be provided in State parks, a different matter. In those places, the Commission provides the facilities, then places them under the care of a caretaker, who maintains them at State expense.

I am sorry that you did not receive the information sooner.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 6, 1950

Oregon State Highway Commission

Gentlemen:

You instructed Mr. Devers and me to look over the situation at Depoe Bay relative to the installation of rest-room facilities and, likewise, with reference to the connection to the property on the point owned by Mrs. Beulah Moore. The Engineer's report is as follows:

See: [illegible] L
R/W
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The detailed estimate for the rest-room facilities is shown on the attached sheet. The total capital investment is $18,000 and the annual maintenance and operation cost is estimated to be $1,500. These costs are based upon the attached plan contemplating the placement of the rest rooms on the seaward side of the stone wall, the top of the rest rooms to be flush with the ground so as not to impair the view from the highway to the sea, and with a stone masonry front which should give it a pleasing appearance when viewed from the fishing boats which pass in and out of Depoe Bay.

With reference to the connection from the highway to the property of Mrs. Moore, advise that I see no objection to making that connection from the landing under the bridge which was built to provide for the safe passage of pedestrian traffic across the roadway by a walk under the end of the bridge.

It will be necessary for her to build a reinforced concrete slab from the bridge to the rock bank, and this should be designed by the Highway Department and adequate rails provided, inasmuch as it is on state property. The owner of the adjacent property should, however, maintain the facility in perpetuity.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach

DEPOE BAY COMFORT STATION

DETAILED COST ESTIMATE

Excavation (Deep)	130	at	7.50	$ 975.00
Excavation	130	at	4.00	520.00
Stone Masonry	60	at	120.00	7,200.00
Concrete	54	at	50.00	2,700.00
Plumbing - All	18	at	125.00	2,250.00
Lighting				150.00
Waterproofing				350.00
Septic Tank & Outlet				800.00
Sash & Doors				380.00
Stalls				240.00
Louvres - Copper				260.00
Drain Tile				200.00
Painting				100.00
Partition				150.00
Water Lines				125.00
				$16,400.00
10% Engineering & Contingencies				1,600.00
				$18,000.00

July 6, 1950

May 15, 1950

Melissa Hunter
Secretary-Treasurer
Depoe Bay Booster Club
Depoe Bay, Oregon

Dear Madam:

This acknowledges your letter of May 11, 1950, advising that the Depoe Bay Booster Club endorses the action of the Depoe Bay Chamber of Commerce in its request to the State Highway Commission for public restrooms at Depoe Bay.

I shall be pleased to bring your letter to the attention of the members of the Highway Commission and will advise you of the action taken thereon.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HHG:ts

cc - Commissioners
R. H. Baldock
W. C. Williams
J. M. Devers

AGENDA
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BOOSTER CLUB

DEPOE BAY, OREGON

May 11,1950.

Oregon State Highway Commission,
State Office Building,
Salem,Oregon.

Gentlemen:

At the regular meeting of the Depoe Bay Booster Club on May 2nd,the following motion was approved "favoring the action of the Depoe Bay Chamber of Commerce in their efforts to petition the Oregon State Highway Commission to consider the allocation of money to provide public rest rooms at Depoe Bay."

The membership of this club realize the great need for these rest rooms and join the Chamber of Commerce in hoping that you can allocate the necessary funds for this installation.

Very truly yours,

Depoe Bay Booster Club

By Melissa Hunter Secretary-Treasurer.

ACKNOWLEDGED
H. B. GLAISYER

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4531

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 1, 1950

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Some time next week, we should plan, as you suggested, to visit Depoe Bay to work out some solution with respect to restroom accommodations, and also to examine into the situation concerned with the request for access made by Mrs. Black and her attorney at the last meeting of the Commission.

It wont be possible for me to go this week because of other commitments, but I think we should plan the following week, and I shall be glad to assist in the matter.

Yours very truly,

JM Devers

J. M. DEVERS

JMD:FRC

May 1, 1950

Allen C. Louden, Secretary
Depoe Bay Chamber of Commerce
Depoe Bay, Oregon

Dear Mr. Louden:

This is to acknowledge receipt of your letter of April 28, 1950, regarding the establishment of restrooms at Depoe Bay. I will bring it to the attention of the State Highway Commission at the earliest opportunity.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:te

cc - Commissioners
R. H. Baldock
W. C. Williams
W. W. Stiffler
J. M. Devers
S. H. Boardman

Depoe Bay Chamber of Commerce

"Where the Highway Meets the Sea"

DEPOE BAY, OREGON

OFFICERS

STANLEY R. ALLYN
President

GEORGE B. O'FARRELL
Vice-President

ALLEN C. LOUDEN
Secretary

DIRECTORS

GRAHAM AINSLEE
HERBERT A. SIMMS
RAY WILKINSON
LOUIS WOLKOWICZ
WILLIAM WOOD

5-g

COPIES TO COMMISSIONERS
R H Baldock
H C Williams
H H Stiffler
J M Devers
S H Boardman

April 28, 1950

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

The Depoe Bay Chamber of Commerce asks that you give consideration to the request for Rest Rooms at Depoe Bay. A large number of the tourists and visitors that come to the Oregon Coast during the summer months stop at Depoe Bay to view the wonderful scenery and the ocean and it is only natural that they also look for rest room facilities. Existing facilities in the service stations and taverns are pitifully small and inadequate.

The Oregon State Highway Commission spends each year a considerable amount of money advertising our state to the tourist trade. They have also created a state park along the west side of the highway which is very popular with the traveling public. During the tourist season the parking area along the highway is lined with cars from all over the country and the occupants never seem to tire of the beauty of the rugged shoreline, the Spouting Horns and the fishing fleet operating out of the bay. The commission has done a wonderful job of bringing people to the coast and of providing an outstanding park for them to enjoy. All that remains to be done is to make provision for their comfort while here.

We recommend that the Highway Commission look at the location under the north end of the bridge as a possible site for rest rooms. There is an underpass with concrete steps going down on each side of the bridge which would eliminate the hazard of crossing the highway to get to the rest rooms and yet would be readily accessible from either side of the highway.

At the regular meeting of the Depoe Bay Chamber of Commerce on April 26th, 1950 a motion was made and carried unanimously that the Depoe Bay Chamber of Commerce would undertake to maintain these rest rooms in any manner that the Oregon State Highway Commission desires.

In light of this motion passed by the Chamber of Commerce, we urge that the Highway Commission give this matter thier careful and prompt consideration as the need is most urgent.

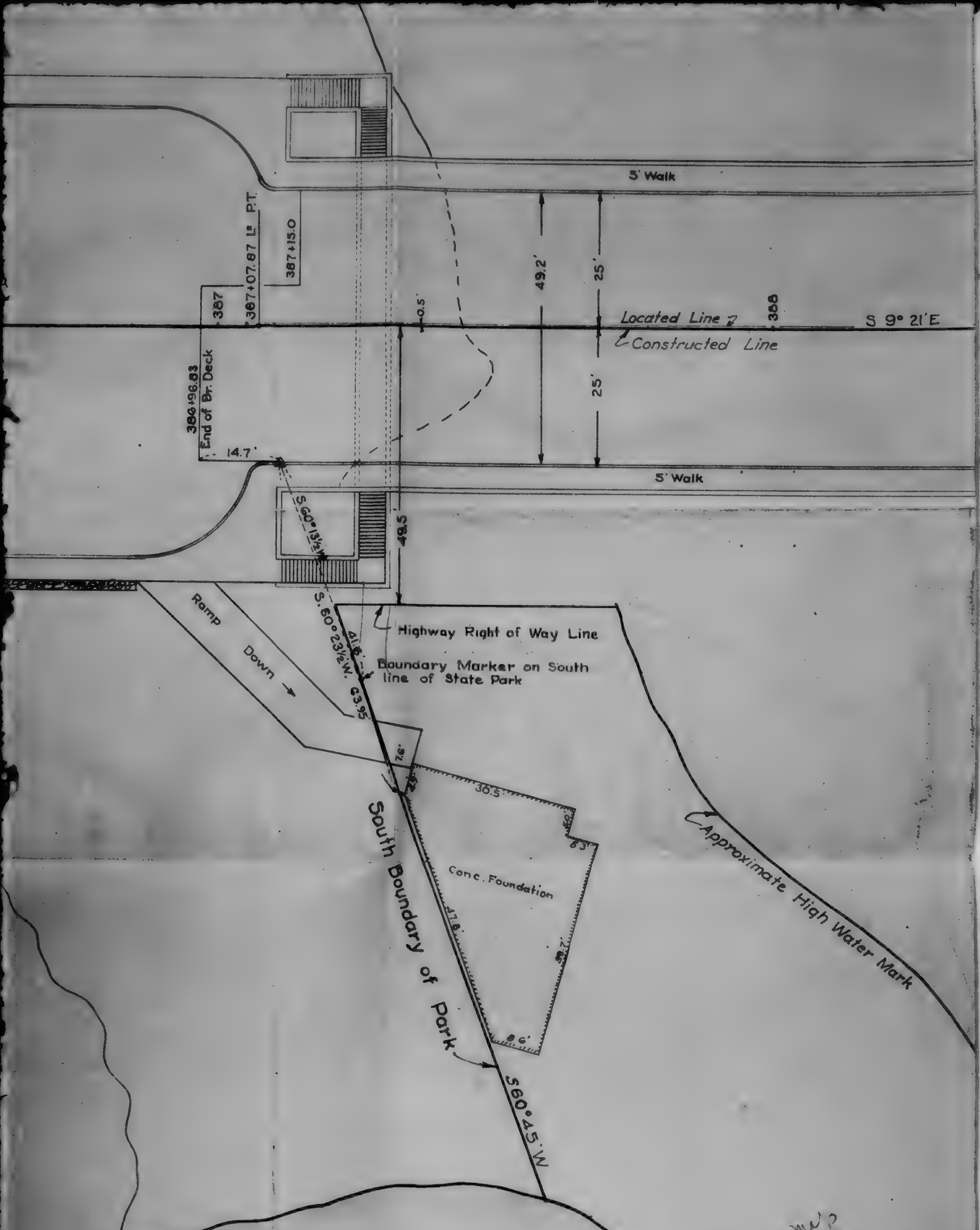
Please feel free to communicate with us at any time as we wish to give you 100% cooperation.

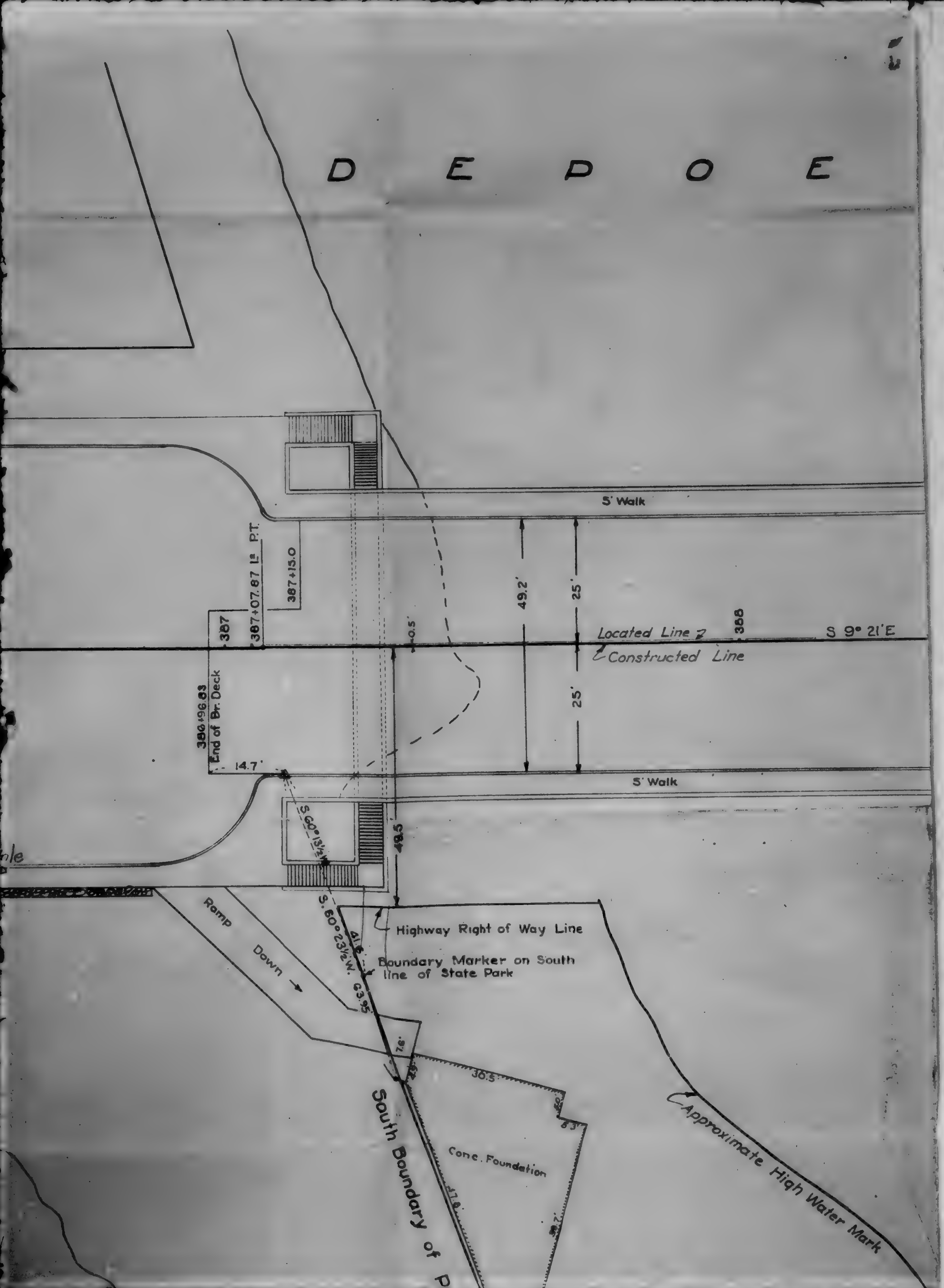
Yours very truly
DEPOE BAY CHAMBER OF COMMERCE

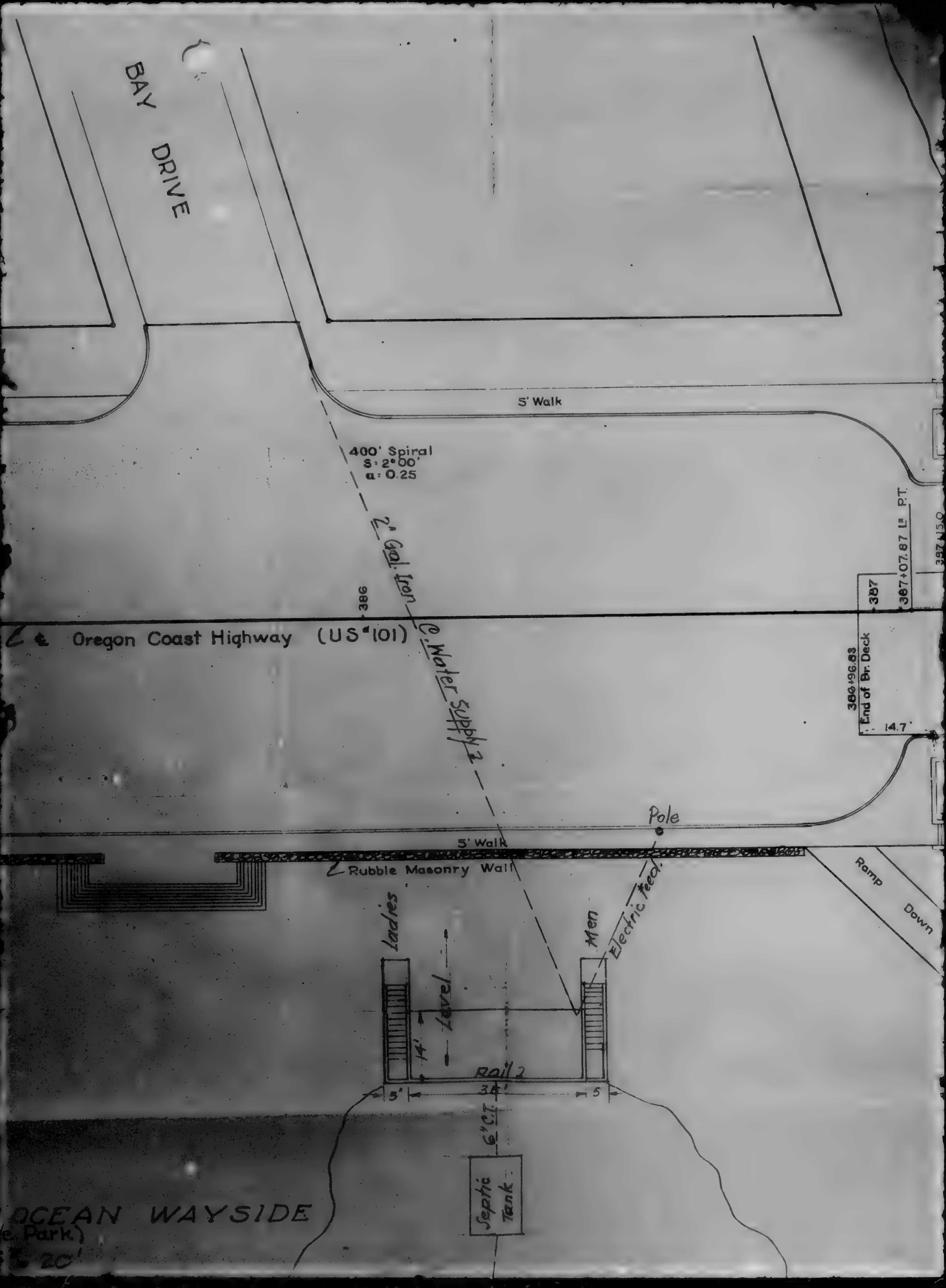
M

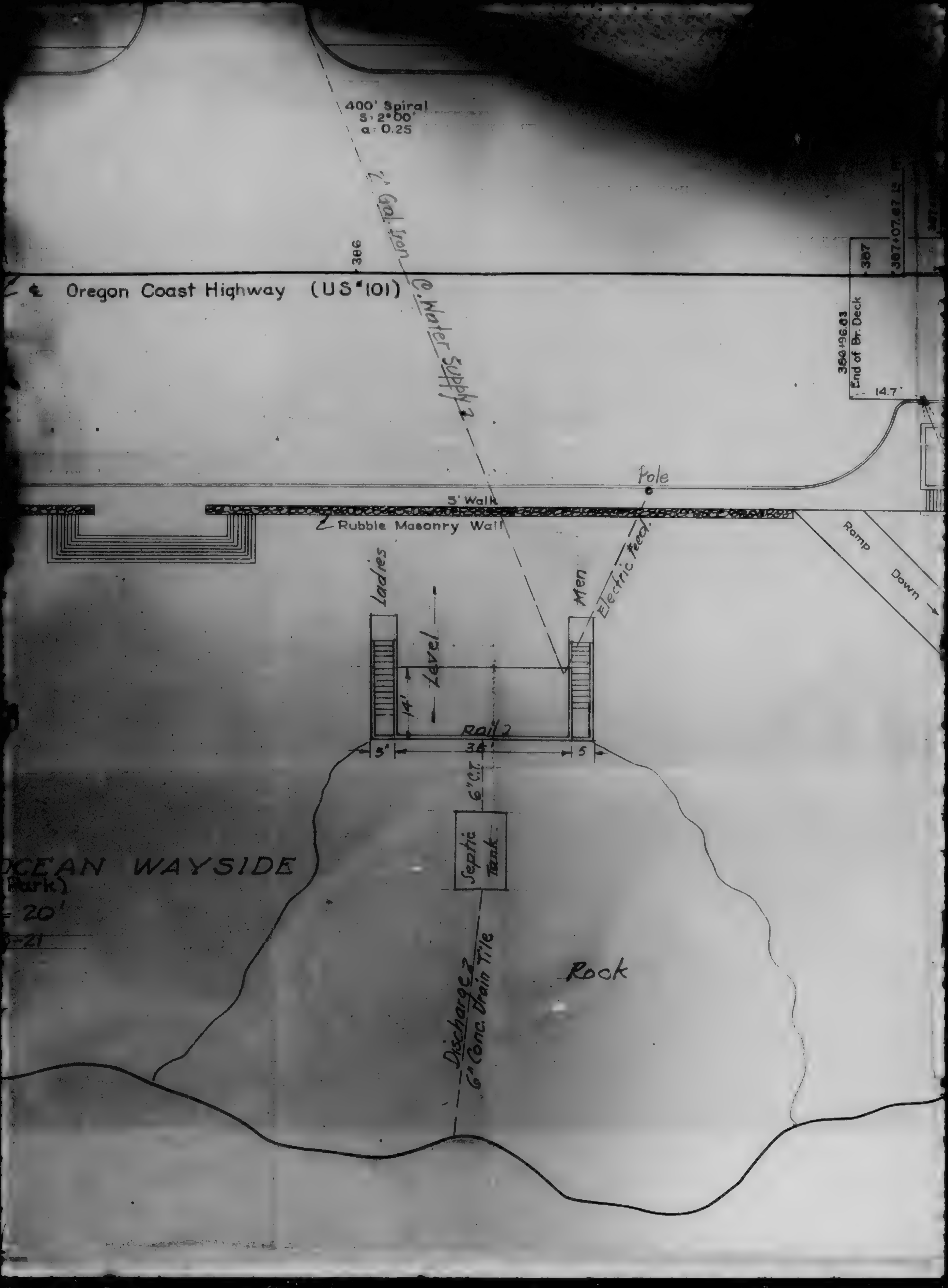
RECEIVED
MAY 1 1950
OREGON
STATE HIGHWAY COMMISSION

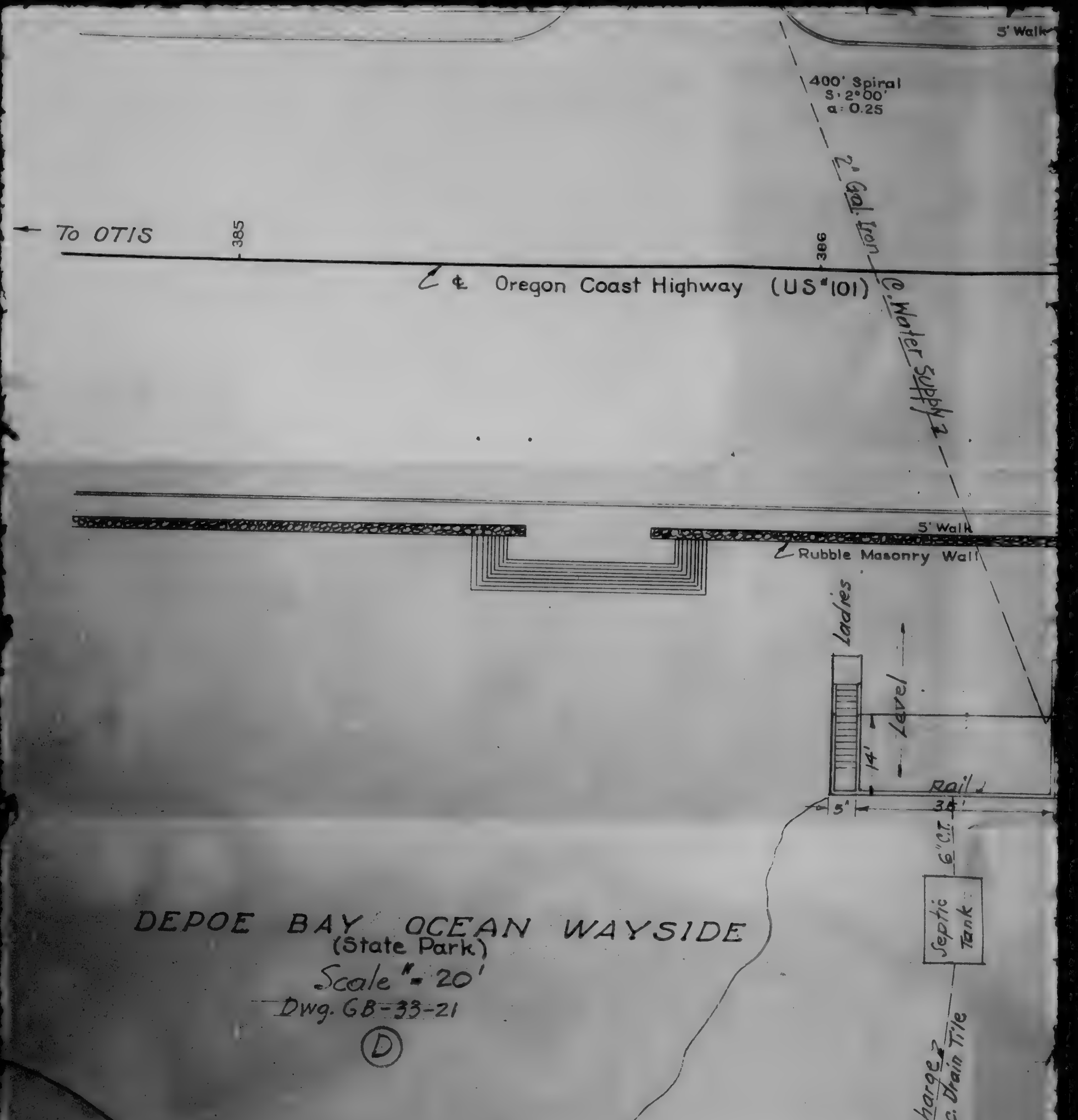
ACKNOWLEDGED
H. B. GLAISYER


5' Walk
387+15.0
387+07.87 Lt P.T.
387
0.5'
49.2'
25'
Located Line
388
S 9° 21'E
Constructed Line
25'
386+96.83
End of Br. Deck
14.7'
5' Walk
S 60° 13½' W.
49.5
Ramp
Down
S. 60° 23½' W.
41.6
63.95
Highway Right of Way Line
Boundary Marker on South line of State Park
7.6'
2.9'
30.5'
8.0'
6.3'
Conc. Foundation
47.8'
38.7'
8.6'
South Boundary of Park
S60°45'W
Approximate High Water Mark
Old Map

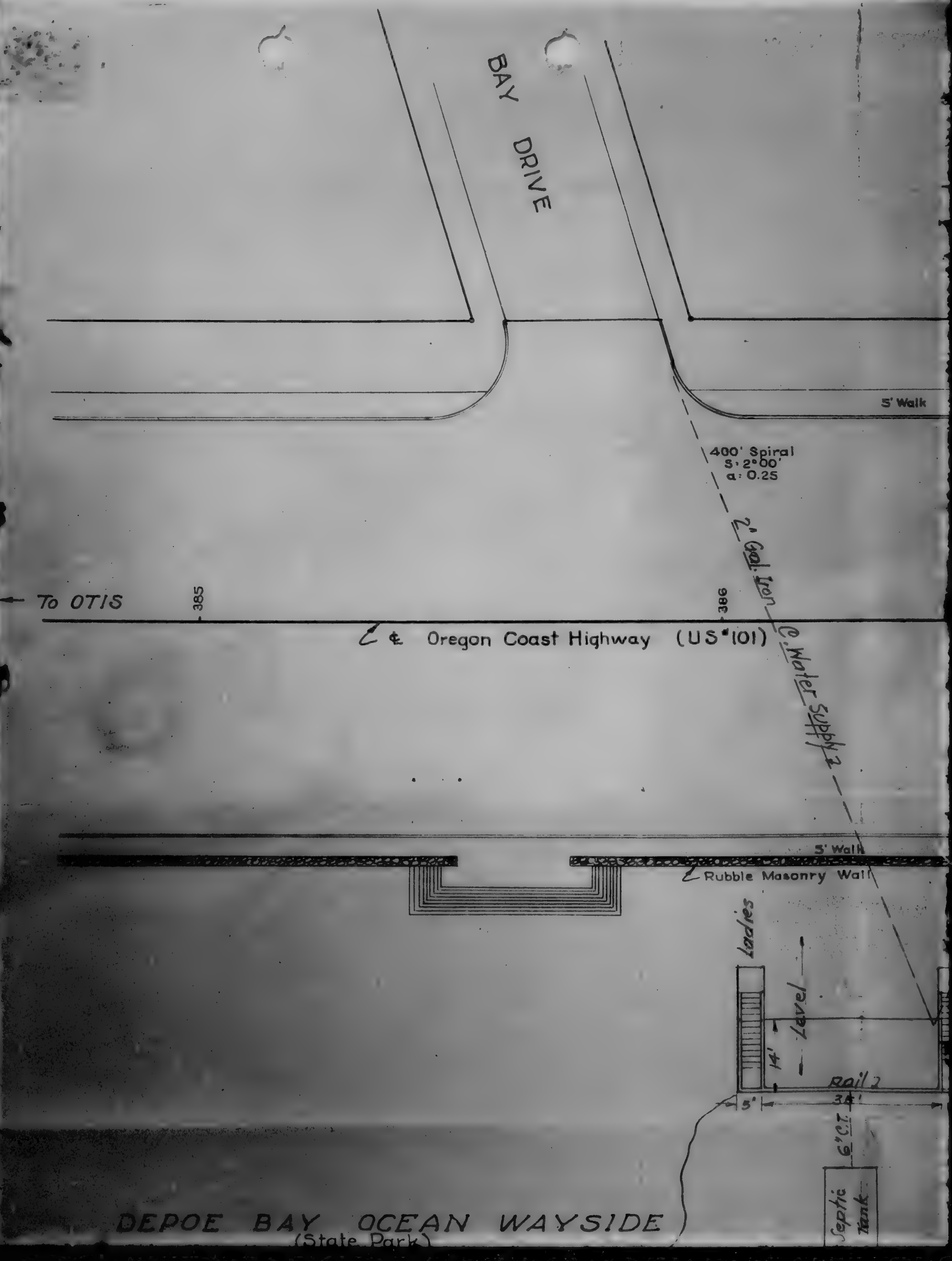
D E P O E
S' Walk
387+07.87 1st P.T.
387+15.0
387
386+96.83
End of Br. Deck
49.2'
25'
25'
-0.5'
388
Located Line ℄
S 9° 21'E
℄ Constructed Line
14.7'
S' Walk
S 60° 13½' W.
49.5'
nle
Ramp
Down
S. 60° 23½' W.
41.6
63.95
Highway Right of Way Line
Boundary Marker on South line of State Park
7.6'
4.6'
30.5'
6.0'
6.3'
Conc. Foundation
47.6'
9.7'
South Boundary of P
Approximate High Water Mark


BAY DRIVE
5' Walk
400' Spiral
S: 2°00'
a: 0.25
2" Gal. Iron C. Water Supply 2
386
387
387+07.87 ℄ P.T.
387+15.0
℄ Oregon Coast Highway (US#101)
386+96.83
End of Br. Deck
14.7'
Pole
5' Walk
℄ Rubble Masonry Wall
Ramp
Down
Electric feed.
Ladies
Men
Level
14'
Rail 2
5'
34'
5
6" C.I.
Septic Tank
OCEAN WAYSIDE
e. Park)
20'

400' Spiral
S: 2°00'
a: 0.25
2" Gal. Iron
℄ Water Supply
386
℄ Oregon Coast Highway (US #101)
387
387+07.87
386+96.83
End of Br. Deck
14.7'
Pole
5' Walk
Rubble Masonry Wall
Electric feed
Ramp
Down
Ladies
Men
Level
14'
Rail
5'
38'
5
6" C.T.
Septic Tank
OCEAN WAYSIDE
Park)
= 20'
-21
Rock
Discharge
6" Conc. Drain Tile



DEPOE BAY OCEAN WAYSIDE
(State Park)
Scale " = 20'
Dwg. GB-33-21
Ⓓ



DEPOE BAY OCEAN WAYSIDE
(State Park)

UI-323(16) 102nd Ave.-Fairview Roadside 1955
Improve. Proj., T.H. Banfield
#4532 Exp.

RECEIVED
JAN 18 1957
FOR FILING

UI-323 (16)

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

(CONTRACT NO.) 4532	(EST. NO.)	(CONTRACTOR)
4532	8 Final	Knight Pearcy

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
457	H170545	$ 960.20	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: to June 30, 1956

Completion Date: June 30, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 17 1957

NOTED ON CARD

January 3, 1957

CERTIFIED MAIL

Fidelity & Deposit Company
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4532 for roadside improvement on the 102nd Ave.-Fairview Ave. Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Knight Pearcy, on June 30, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $960.20 will be released to the contractor on or after January 14, 1957. The total contract amount is $17,567.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
AUG 31 1956
FOR FILING
117-[illegible]
4532

August 31, 1956

CERTIFIED MAIL

Fidelity & Deposit Company of Maryland
Robert B. Cumming, Manager
900 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Knight Pearcy on contract No. 4532, for roadside improvement on 102nd Ave.-Fairview Ave. Section of the T. H. Banfield Expressway in Multnomah County. This payment, in the amount of $980.54, will be released to the contractor on or after September 10, 1956. The retained percentage is $960.20.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co. of Maryland
Baltimore 3
Maryland

NOTED ON CARD

FORM 2-123 50M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 29 1956
FOR FILING
UI-323 (16)
4532

August 28, 1956

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from May 31, 1956 to June 30, 1956 within which to complete your contract No. 4532, for roadside improvement on 102nd Ave.-Fairview Ave. Section of the T.H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Shelton,
Division Engineer

James Don,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
JUL 20 1956
FOR FILING

16I-323 (16)

4532

July 20, 1956

Oregon State Highway Commission

Request for extension of time
No. 2
August 16 and 17 meeting

Gentlemen:

Herewith a request from Knight Pearcy Nursery for an extension of time on the 102nd Avenue-Fairview Roadside Improvement, Contract No. 4532, from May 31, 1956 to June 30, 1956.

The addition of some extra pipe and the placing of some asphaltic concrete gutters, both of which were extra work items and ordered after the contract was awarded, necessitates a certain holdup on the contract. The Department suffered no inconvenience or added expense due to the overrun, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

EAP:of fn

RECEIVED
JUL 10 1956
FOR FILING

UI 323/16

45

July 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 30, 1956 on Contract No. 4532, 102nd Avenue-Fairview Section, in Multnomah County, in connection with Federal Aid Project No. UI-323(16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cottrell

ED
56
LING

(16)

July 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the 102nd Avenue-Fairview Roadside Improvement, Contract No. 4532, Oregon UI-323 (14), from May 31, 1956 to June 30, 1956, to Knight Pearcy Nursery, contractors.

The addition of some extra pipe and the placing of some asphaltic concrete gutters, both of which were extra work items and ordered after the contract was awarded, necessitates a certain hold-up on the contract because the prime contractor had subcontracted this particular work, and the subcontractor was called to another job while waiting final approval on the above mentioned work orders.

The Department suffered no inconvenience or added expense because of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

UI-32 (16)
4532

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1956

Kind of work Roadside Improvement

Section prefix 26-1061

Contract number ~~4537~~ 4532

Date of completion May 31, 1956

Estimated date of completion July 1, 1956

Per cent of time elapsed 106 %

102nd Ave. - Fairview

Banfield Expressway

tor Knight Peurcy Nursery

contract Sept. 23, 1955

ork started Oct. 10, 1955

ct authorization $18,800.44

sive of Engineering $17,463.52

mated cost of completed project, exclusive of engineering $18,899.30

mated per cent overrun or underrun 3.73 %

r cent of contract completed, based on total contract price 98 %

gineering authorization $1336.92

ngineering cost to date $800, 59 % Date project was completed 6-30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, nstructions from Division Engineers, exchanges in personnel of party, etc.:

No work during week.

NOTED
L. H. Young

NOTED

NOTED
W. T. WRIGHT

NOTED
V. D. WOLFE

RECEIVED
1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Dow

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96073

Form E-1—10M—1-[illegible]

[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

u.I-325 (16)
4532

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 30, 1956

Section 102nd Ave. - Fairview

Highway Banfield Expressway

Contractor Knight Pearcy Nursery

Date of contract Sept. 23, 1955

Date work started Oct. 1[illegible], 1955

Project authorization $18,800.44

Exclusive of Engineering $17,463.52

Kind of work Roadside Improvement

Section prefix 26-1061

Contract number ~~4537~~ 4532

Date of completion May 31, 1956

Estimated date of completion July 1, 1956

Per cent of time elapsed 106 %

Estimated cost of completed project, exclusive of engineering $ 18,899.30

Estimated per cent overrun or underrun 3.73 %

Per cent of contract completed, based on total contract price 98 %

Engineering authorization $1336.92

Engineering cost to date $ 800, 59 %

Date project was completed 6-30, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No work during week.

NOTED
Li H. Young

NOTED

RECEIVED
JUL 2 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
V. D. WOLFE

Signed James Don

Address Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 4 - 1956
FOR FILING

[illegible]

4532

May 29, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering excavating and placing topsoil, and excavating unsuitable material on the 102nd Ave.-Fairview Section of the T. H. Banfield Expressway in Multnomah County, Contract No. 4532, in connection with Federal Aid Project No. UI-323(16).

Areas at Rockwood Road (181st Ave., Station 565) to be cultivated and seeded, are too rocky to work. It is necessary to place topsoil in this area for seeding. Topsoil can be obtained in the vicinity of Station 480 (148th Ave.).

The area south of the Highway and east of 148th Ave. (Station 480) contains rocky material used by the grading contractor for parking area for his equipment. This is to be moved in order that specified plantings can be done in this area. The unsuitable material will be distributed in the vicinity south of Station 652.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:sh

RECEIVED
MAY 28 1956
FOR FILING

May 17, 1956

Mr. H. V. Jenkins, Special Agent
Pacific Telephone and Telegraph Co.
Portland, Oregon

Re: Our File CA0-56-277
Damage to shrubbery
102nd Avenue-Fairview
3/1/[illegible]

Dear Mr. Jenkins:

Receipt is acknowledged of your draft No. 33814 in the amount of $224.00, payable to the Oregon State Highway Commission, in full and complete settlement of any and all claims arising out of the above noted accident.

We very much appreciate receiving this remittance, and are today forwarding the same to our Accounting Department for final disposition.

NOTED
W. C. WILLIAMS

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
FLORENCE R. CARTER

FRC

cc- Mr. C. H. Maison
Mr. L. H. Young
Ass't Construction
Engineer

Mr. Maison:- Attached, is the above mentioned draft for your attention.

F.R.C.

May 11, 1956

Mr. R. V. Jenkins, Special Agent
Pacific Telephone and Telegraph Co.
Portland, Oregon

Dear Mr. Jenkins:

Re: Our File CAD-56-277

I am enclosing herewith two copies of a duly executed release concerning the claim of the State for damages to shrubbery by your Company during installation of underground cable on or about March 1, 1956.

You will note that the releases are upon forms prepared in this office rather than upon the form submitted by you. We feel that the enclosed form of release is more appropriate in the case of the State, and believe that you will find that it is correct as to form and will properly protect the Pacific Telephone and Telegraph Company.

We will appreciate your forwarding your check in the amount of $224.00 to the attention of this office at your earliest convenience.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:FRC

RELEASE

KNOW ALL MEN BY THESE PRESENTS:

That the State of Oregon, by and through its State Highway Commission, for the sole consideration of Two hundred twenty-four and no/100 ($224.00)---------------------------------dollars, paid to the OREGON STATE HIGHWAY COMMISSION by Pacific Telephone and Telegraph Company, Payer, the receipt whereof is hereby acknowledged, has released and discharged, and by these presents does hereby release and forever discharge the said Payer and all other persons, firms, and corporations, both known and unknown, of and from any and all claims, demands, damages, actions, causes of action, or suits at law or in equity, of whatsoever kind or nature, for or because of any matter or thing done, omitted or suffered to be done by anyone prior to and including the date hereof on account of all injuries or damages to property resulting, or to result, from an accident which occurred on or about the 1st day of March, 19 56, at, or near Banfield Express entrance near 102nd st. N.E. Fargo Streets in Portland, Oregon.

It is understood that said Payer, by reason of agreeing to this compromise payment, neither admits nor denies liability of any sort, and said Payer has made no agreement or promise to do or omit to do any act or thing not herein set forth and it is further understood that this release is made as a compromise to avoid expense and to terminate all controversy and/or claims for injuries or damages of whatsoever nature, known or unknown, including future developments thereof, in any way growing out of or connected with said accident.

It is admitted that no representation of fact or opinion has been made by the said Payer or anyone on her, his, or their behalf to induce this compromise with respect to the extent, nature or permanency of said injuries or as to the likelihood of future complications or recovery therefrom and that the sum paid is solely by way of compromise of a disputed claim, and that in determining said sum there has been taken into consideration the fact that serious or unexpected consequences might result from the present injuries, known or unknown, from said accident, and it is therefore specifically agreed that this release shall be a complete bar to all claims or suits for injuries or damages of whatsoever nature resulting or to result from said accident.

EXECUTED this 11th day of May, 19 56, at Salem, Oregon.

STATE OF OREGON, by and through
its STATE HIGHWAY COMMISSION

By__________________________
Secretary

Approved as to form and Legality

By__________________________
Ass't Chief Counsel

CAO-56-277

FORM 690—30M—2-55—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: 102nd Avenue-Fairview
Landscape Area
Contract No. 4532

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

The Pacific Telephone and Telegraph Company recently went underground through a landscape area at N. E. Weidler Street and N.E. 102nd Avenue on the 102nd to Fairview section now under landscape contract. While excavating for their underground conduit they destroyed 640 Bearberry plants. They have acknowledged their liability in this matter and have forwarded to us a release in the amount of $224.00 which they wish us to execute. I checked with the Landscape Department and they assured me that the Bearberry plants can be replaced at the contract bid price of 35 cents each or $224.00 total. Attached hereto find release to the telephone company for any and all claims, damages, demands, etc. Request for outside billing for this amount is being forwarded to the Accounting Department.

I recommend this release be executed and returned to the telephone company. They have indicated that upon receipt of this release they will honor a billing covering the destruction of these plants.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - C. H. Maison
Mark Astrup

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
OREGON AREA

509 S. W. OAK ST., PORTLAND 4, OREGON

TELEPHONE CAPITOL 8-6261

R. V. JENKINS
CHIEF SPECIAL AGENT

PORTLAND, April 17, 1956

File No: 53082

Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Portland, Oregon

Attention: A.G. Skelton, Division Engineer

Gentlemen:

We are enclosing releases for $224.00 covering replacement cost of shrubbery which was damaged by our Company during installation of underground cable on or about March 1, 1956, near 102nd and N.E. Fargo Streets, Portland, Oregon.

This amount was determined with your Mr. Dale Haskins, Landscape Architect, following an examination of the damage.

Upon return of the releases properly executed we shall be pleased to forward our check. We regret causing the damage and appreciate your cooperation in resolving the settlement.

Yours very truly,

R. V. Jenkins
Chief Special Agent

Enclosure:
Release

RECEIVED
APR 19 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Case No. 53082

FOR AND IN CONSIDERATION of the sum of $ 224.00 TWO HUNDRED TWENTY FOUR DOLLARS - paid to me (us) by the PACIFIC TELEPHONE AND TELEGRAPH Company, the receipt whereof is hereby acknowledged, the undersigned, a resident of the City of ...., State of Oregon, for myself (ourselves), heirs, executors, administrators and assigns, do hereby release, and forever discharge the said corporation, its officers, employees and agents of and from any and all claims, accounts, damages, demands and causes of action which the undersigned ever had, now has, or may hereafter have, acquire or become possessed of, by reason of an accident which occurred on or about the 1ST day of MARCH, 1956, wherein: DAMAGES SUSTAINED TO LANDSCAPE OWNED BY STATE OF OREGON HIGHWAY DEPARTMENT, AT BANFIELD EXPRESS ENTRANCE NEAR 102ND AND N.E. FARGO STREETS, PORTLAND, OREGON THROUGH OPERATIONS OF THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY.

This is intended as a full settlement and compromise of each, every and all claims of every kind and nature which I (we) ever had, now have, or may hereafter have, acquire or become possessed of, which arose or accrued from or out of said accident, or resulted therefrom, including each, every and all claims for personal injuries, and each, every and all claims for damage to property. This is intended as and is a full settlement, compromise and agreement wherein and whereby I (we) forever release and discharge the said corporation. No claim, right, or cause of action, or demand is reserved, for this is in full for all claims, rights and causes of action and demands. I (we) further understand and agree that by payment of said sum to me the said Telephone Company does not admit negligence, carelessness nor liability; that this settlement with me is made entirely as a compromise, and for the purpose on its part of settling a dispute, and to compromise, settle and wipe out all claims, accounts, damages, demands, rights of action and causes of action claimed by the undersigned against it.

THE ABOVE STATED CONSIDERATION IS THE FULL CONSIDERATION FOR THIS SETTLEMENT AND NO OTHER PROMISE OR CONTRACT, EITHER OF EMPLOYMENT OR ANY OTHER NATURE HAS BEEN MADE TO ME BY THE SAID TELEPHONE COMPANY.

IN WITNESS WHEREOF, I (we) have hereunto set my (our) hand and seal this........day of ...., 19....

Witnesses:

CPB8-1912

Form PR 2 (Revised 1950)

State Oregon

Project No. UI-323(16)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of August, 1955, a program, which was approved on the 31st day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of ten thousand and 00/100 dollars ($10,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-6

AA82

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 348+00 and 671+00 east of the Portland city limits, length 5.983 miles, in Multnomah County, being Oregon project No. UI-323(16), consisting of 5.983 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

ten thousand and 00/100

dollars ($10,000.00), which does not exceed the authorized Federal pro rata share of

seventeen thousand, fifty-one and 65/100

dollars ($17,051.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

Deputy State [illegible] Engineer

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-5 A4.62

Oregon State Highway Department

Federal Aid
Project No. UI-323(16)

102ND AVENUE–FAIRVIEW SECTION OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, Nov. 7, 1955

Type Code Y005
Roadside Improvement (Sta. 348+00 to Sta. 671+00)(Contract No. 4532)

All Required	Removal of Trees	$	$ 250.00
180 Hours	Blade Grader	11.00	1,980.00
200 Hours	Tractor and Dozer	13.50	2,700.00
300 Cu. Yds.	Hauling and Placing Topsoil	1.50	450.00
All Required	Drainage System		200.00
3,300 Only	Furnishing and Planting Shrubs	1.55	5,115.00
5,880 Only	Furnishing and Planting Vines	0.35	2,058.00
110 Only	Planting Trees	3.65	401.50
100 Only	Planting Shrubs	0.75	75.00
620 Only	Planting Vines	0.35	217.00
5 Acres	Roadside Seeding	100.00	500.00
170 Lbs.	Grass Seed, Highland Bent	0.72	122.40
280 Lbs.	Grass Seed, Creeping Red Fescue	0.40	112.00
110 Lbs.	Grass Seed, Kentucky Bluegrass	0.90	99.00
36 Cwt.	Organic Fertilizer 5-3-2	4.60	165.60
48 Cwt.	Inorganic Fertilizer 10-6-4	4.00	192.00
72 Units	Sawdust	12.00	864.00
		Subtotal	$ 15,501.50
		10% Engr. & Cont.	1,550.15
		Total	$ 17,051.65

Length of Roadside Improve.	5.983 Miles
Length of 10 Structures	0.133 Mile (Exceptions)
Total Length	6.116 Miles
Cost of Roadside Improvement	Per Mile $2,850.01

Federal Funds..	$ 10,000.00
State Funds..	7,051.65
	$ 17,051.65

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. UI-323(16)

102nd AVENUE-FAIRVIEW SECTION

OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 6, 1955

Type Code 1005
Roadside Improvement (Sta. 348+00 to Sta. 671+00)

All Required	Removal of Trees		$ 700.00
180 hours	Blade Grader	$ 10.00	1,800.00
200 hours	Tractor and Dozer	15.00	3,000.00
300 cu. yds.	Hauling and Placing Topsoil	1.50	450.00
All Required	Drainage System		180.00
3,300 only	Furnishing and Planting Shrubs	2.40	7,920.00
5,880 only	Furnishing and Planting Vines	0.50	2,940.00
110 only	Planting Trees	5.00	550.00
100 only	Planting Shrubs	2.10	210.00
620 only	Planting Vines	0.50	310.00
5 acres	Roadside Seeding	150.00	750.00
170 lbs.	Grass Seed, Highland Bent	1.00	170.00
280 lbs.	Grass Seed, Creeping Red Fescue	0.90	252.00
110 lbs.	Grass Seed, Kentucky Bluegrass	0.95	104.50
36 cwt.	Organic Fertilizer 5-3-2	4.50	162.00
48 cwt.	Inorganic Fertilizer 10-6-4	5.00	240.00
72 units	Sawdust	12.00	864.00
	Subtotal		$20,602.50
	10% Engr. & Cont.		2,060.25
	Total		$22,662.75

Length of Roadside Improvement	5.983 miles	
Length of 10 Structures	0.133 miles	(Exceptions)
Total Length	6.116 miles	
Cost of Roadside Improvement per mile	$3,787.85	

Federal Funds- -	$14,000.00
State Funds- -	8,662.75
	$22,662.75

RECEIVED
OCT 17 1955
FOR FILING

UI-323(16)
4[illegible]

October 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 10, 1955 on Contract No. 4532, 102nd. Avenue-Fairview Avenue Section, in Multnomah County, in connection with Federal Aid Project No. UI-323(16).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

RECEIVED
OCT 12 1955
FOR FILING

41-[illegible]
4532

October 11, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4532, which was awarded to you by the State Highway Commission, for roadside improvement on 102nd Ave.-Fairview Ave. Section of the T. H. Banfield Expressway in Multnomah County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
SEP 27 1955
FOR FILING

41-2[illegible]
45[illegible]

September 26, 1955

Mr. Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 awarded to you State Highway Contract No. 4532 for 102nd Avenue-Fairview Roadside Improvement Project on the T. H. Banfield Expressway in Multnomah County.

This award was based on your bid of $15,501.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

RECEIVED
SEP 28 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

September 23, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4532 for Oregon Project UI-323(16), 102nd Avenue-Fairview Section (Roadside Improvement) of the T. H. Banfield Expressway, to Knight Pearcy of Salem, Oregon, low bidder in the amount of $15,501.50 at the September 23, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 21 1955
FOR FILING

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
UI-[illegible]
[illegible]

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project UI-323(16), 102nd Ave.-Fairview Section, (Roadside Improvement) of the T. H. Banfield Expressway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
SEP 20 1955
STA

RECEIVED
SEP 13 1955
FOR FILING

UI-323(16)
4532
08-55

original
sent [illegible] for [illegible]

September 6, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 46, Project UI-323(16), Oregon Federal-aid Urban Highway Program, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner Joseph Barnett, effective August 31, 1955.

This item will appear on the program as follows:

Item	46
County	Multnomah
Project	UI-323(16)
State Route	US-30
Termini	From approximately 102nd Ave. to Fairview
Construction Cost:	
Total Cost	$65,000
Federal Funds	$39,000
State Funds	$26,000
Length	6.16 miles
Character of Work Proposed	Landscaping

Very truly yours,

C. G. POLK
District Engineer

By

A. F. HESTER
Supervising Highway Design Engineer

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1955
FOR FILING

UI-323 (16)
1532

August 30, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Permission is requested to furnish the below listed material in connection with contract landscaping work on the 102nd Avenue-Fairview Section of the Banfield Expressway, Project UI-323(16).

67 Quercus borealis
89 Ilex aquifolium
16 Aesculus hippocastanum
3 Malus floribunda
5 Malus Red silver
7 Malus ioensis Bechtel

We have supplies of these plants on hand, acquired as a part of a right of way transaction at a point where the right of way was across a nursery property. We propose to furnish them on a non-participating basis and to specify that they will be made available to the low bidder without charge.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

RECEIVED
AUG 24 1955
FOR FILING

U1-323(16)
4532

August 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Urban Program it is our desire to contract the landscaping of the 102nd Ave.-Fairview Section of the T. H. Banfield Expressway.

The program data for the project is as follows:

Item No.	16
County	Multnomah
Project No.	U1-323(16)
State Route No.	US-30
Termini	From approx. 102nd Ave. to Fairview
Construction Cost:	
Total Cost	$65,000.00
Federal Funds	39,000.00
State Funds	26,000.00
Other Funds	- -
Project Totals:	
Total Cost	$65,000.00
Federal Funds	39,000.00
Length	6.16 miles
Character of Proposed Work	Landscaping

Traffic information and other data were submitted previously with Road Program Item 39, Project No. UF1-323(2).

It is our desire, if possible, to receive bids on this project at the September 22nd-23rd letting.

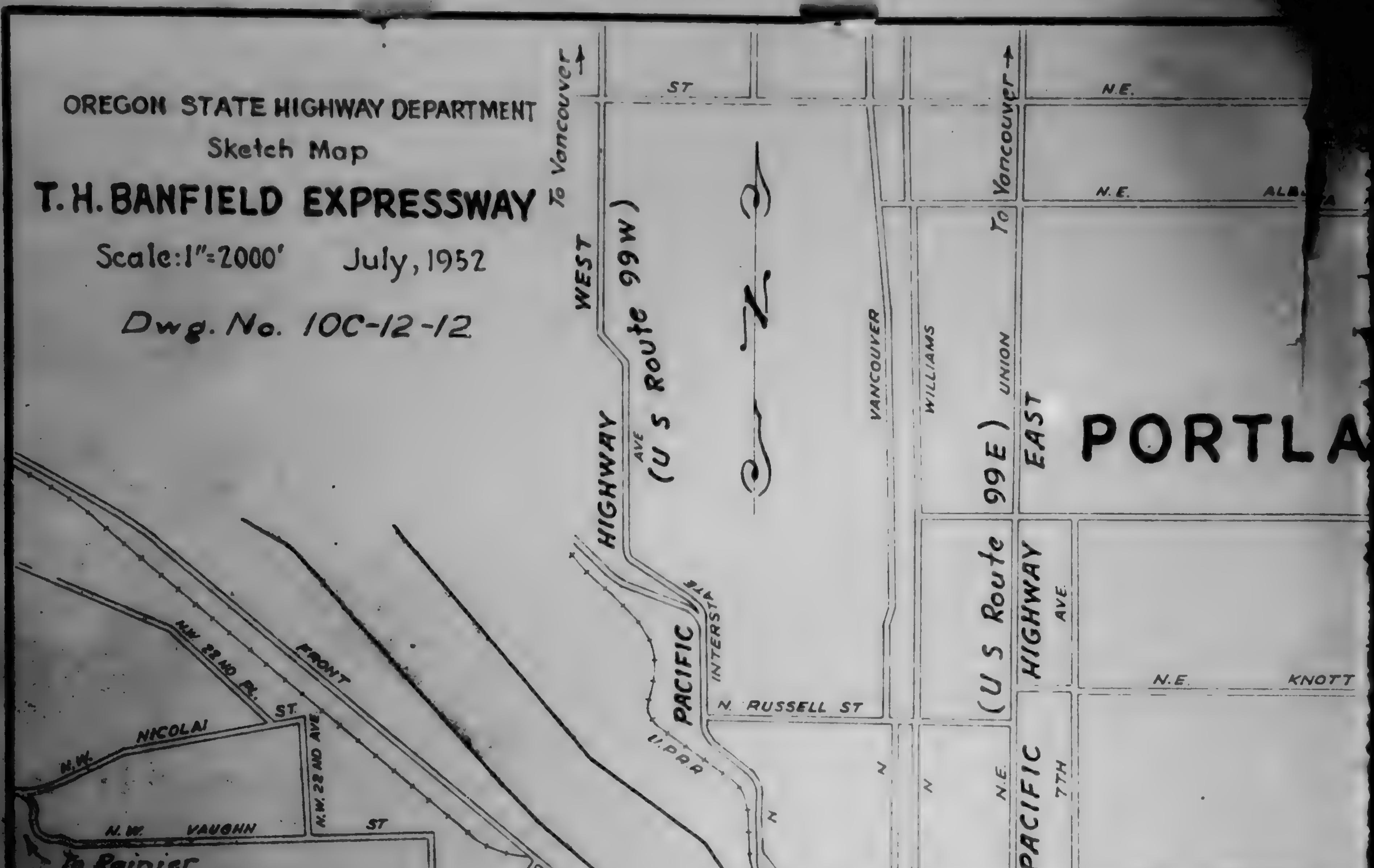
Very truly yours,

R. H. Baldock
State Highway Engineer

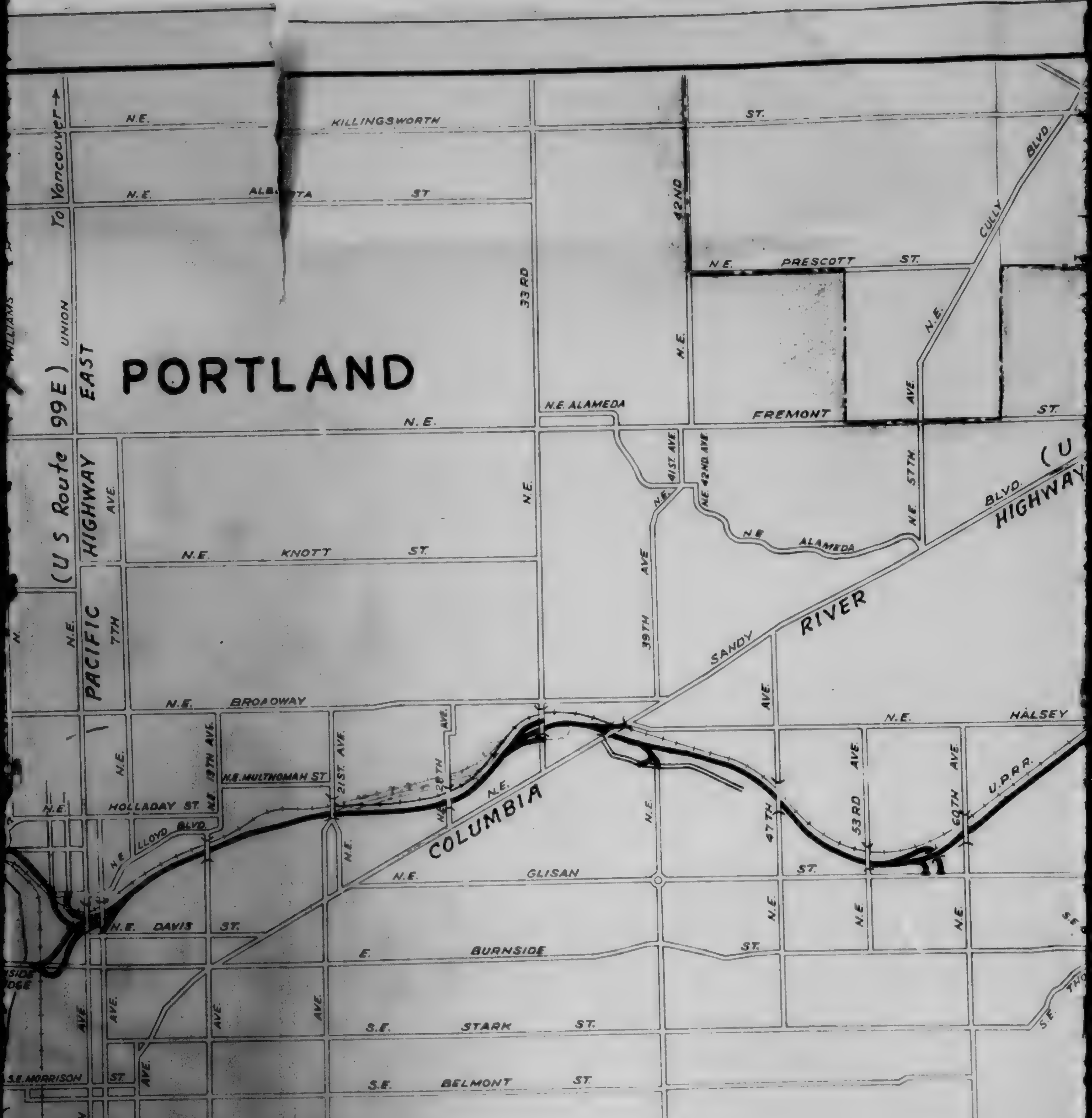
By

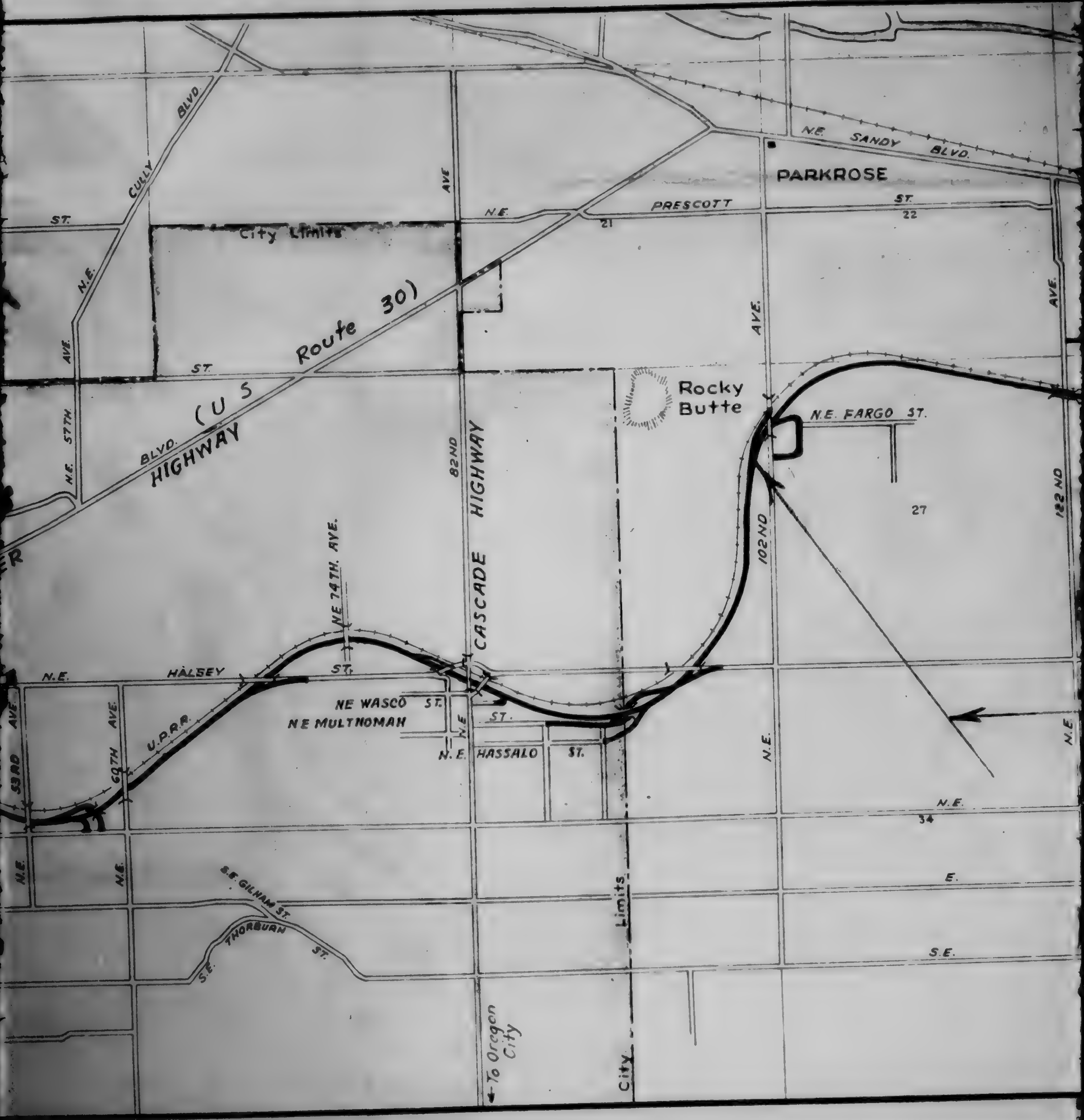
W. C. Williams
Deputy State Highway Engineer

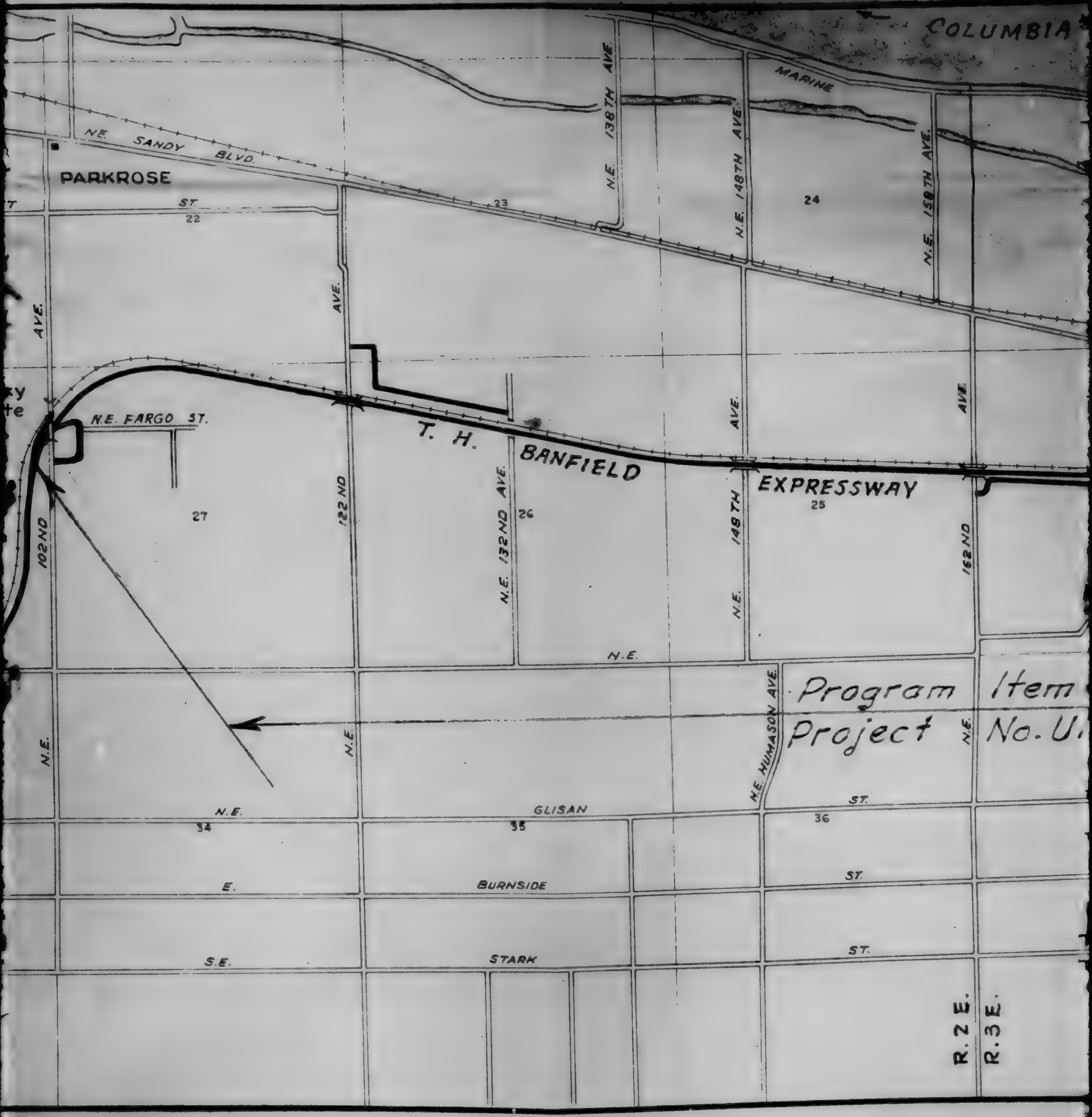
JWN:ia



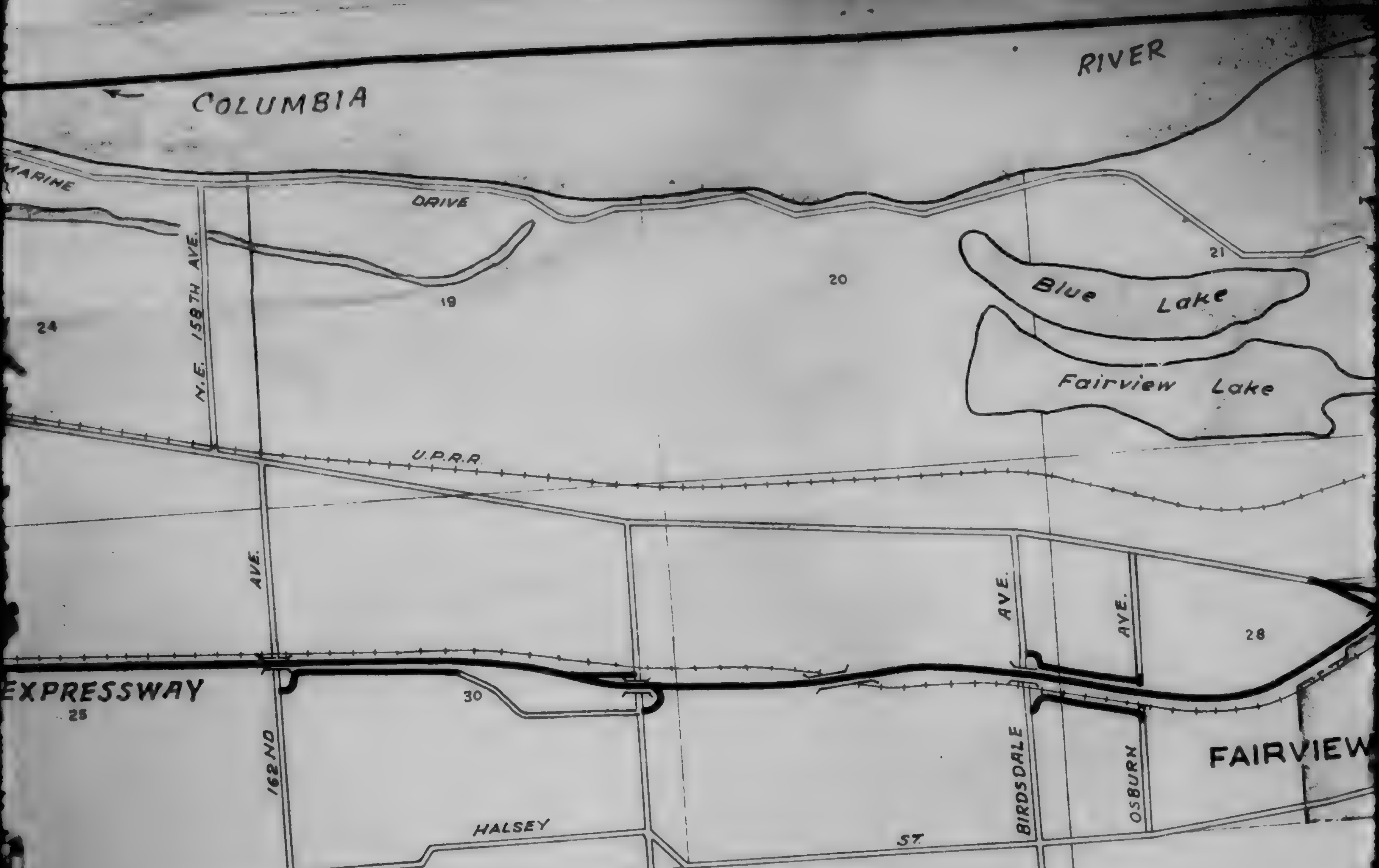
OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
T.H. BANFIELD EXPRESSWAY
Scale: 1" = 2000'   July, 1952
Dwg. No. 10C-12-12


PORTLAND
To Vancouver →
(U S Route 99E)
EAST PACIFIC HIGHWAY
UNION
WILLIAMS
N.E. KILLINGSWORTH ST.
N.E. ALBERTA ST
N.E. PRESCOTT ST.
N.E. 42ND
CULLY BLVD.
N.E. 57TH AVE.
N.E. ALAMEDA
N.E. FREMONT ST.
33RD
N.E.
N.E. 41ST. AVE.
N.E. 42ND. AVE.
N.E. ALAMEDA
(U
HIGHWAY
BLVD.
SANDY RIVER
N.E. KNOTT ST.
N.E. 7TH AVE.
39TH AVE
N.E. BROADWAY
N.E. HALSEY
N.E. MULTNOMAH ST
21ST. AVE.
28TH AVE.
N.E. 13TH AVE.
N.E. HOLLADAY ST.
LLOYD BLVD.
N.E. COLUMBIA
N.E. 47TH AVE.
N.E. 53RD AVE.
N.E. 60TH AVE.
U.P.R.R.
N.E. GLISAN ST.
N.E. DAVIS ST.
E. BURNSIDE ST.
BURNSIDE BRIDGE
S.E. STARK ST.
S.E. MORRISON ST.
S.E. BELMONT ST.
S.E. THO
UNION AVE.
GRAND AVE.
7TH AVE.
12TH AVE.
20TH AVE.

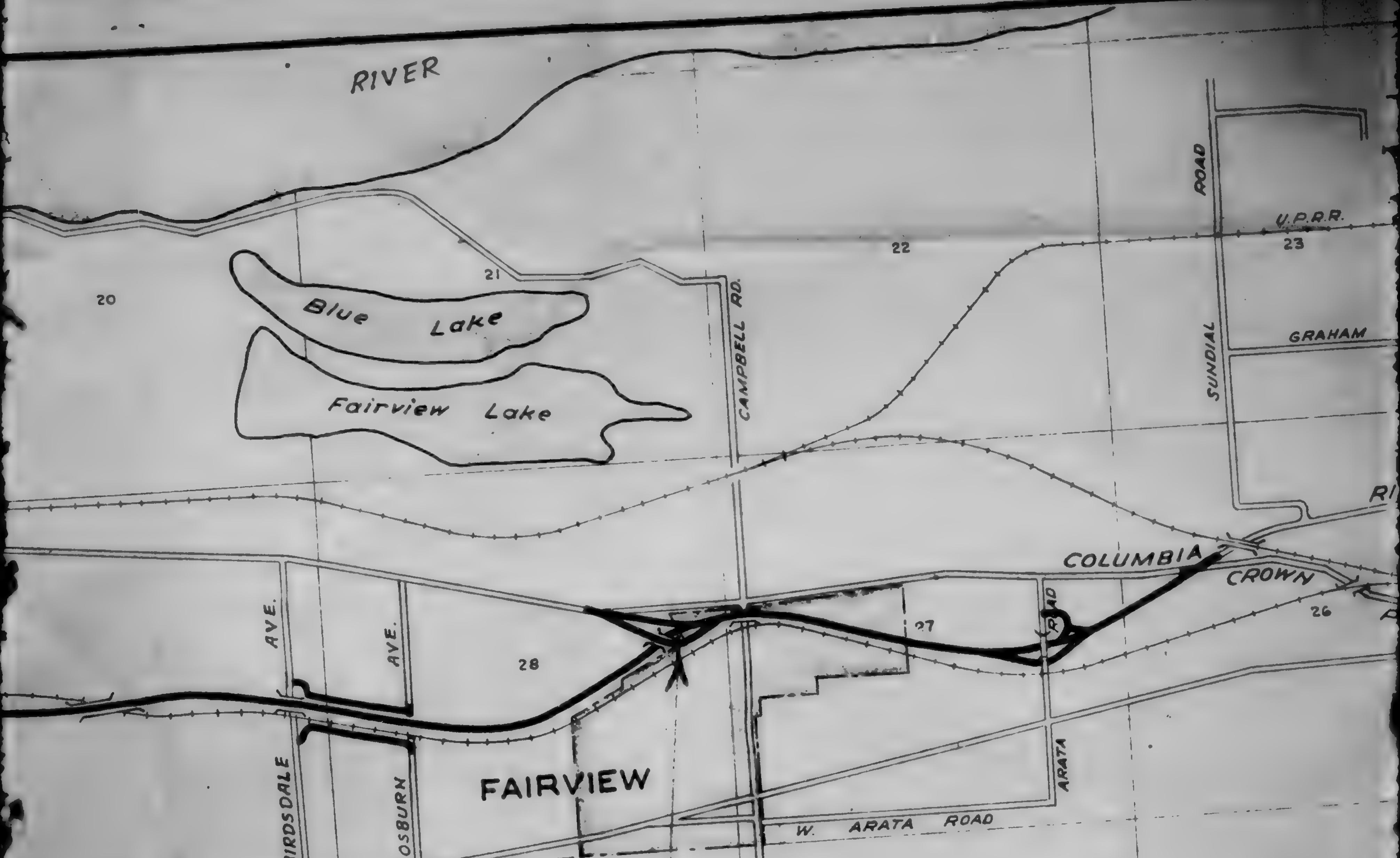

N.E. SANDY BLVD.
PARKROSE
ST.
N.E. CULLY BLVD.
AVE.
N.E. PRESCOTT ST.
21
22
City Limits
(US Route 30)
ST.
Rocky Butte
N.E. FARGO ST.
AVE.
N.E. 57TH AVE.
BLVD.
HIGHWAY
ER
82ND
CASCADE HIGHWAY
102ND
27
122ND
NE 74TH. AVE.
N.E. HALSEY ST.
NE WASCO ST.
NE MULTNOMAH ST.
N.E.
N.E. HASSALO ST.
U.P.R.R.
53RD AVE.
60TH AVE.
N.E.
N.E.
N.E.
34
N.E.
N.E.
E.
S.E. GILHAM ST.
S.E. THORBURN ST.
S.E.
To Oregon City
City Limits

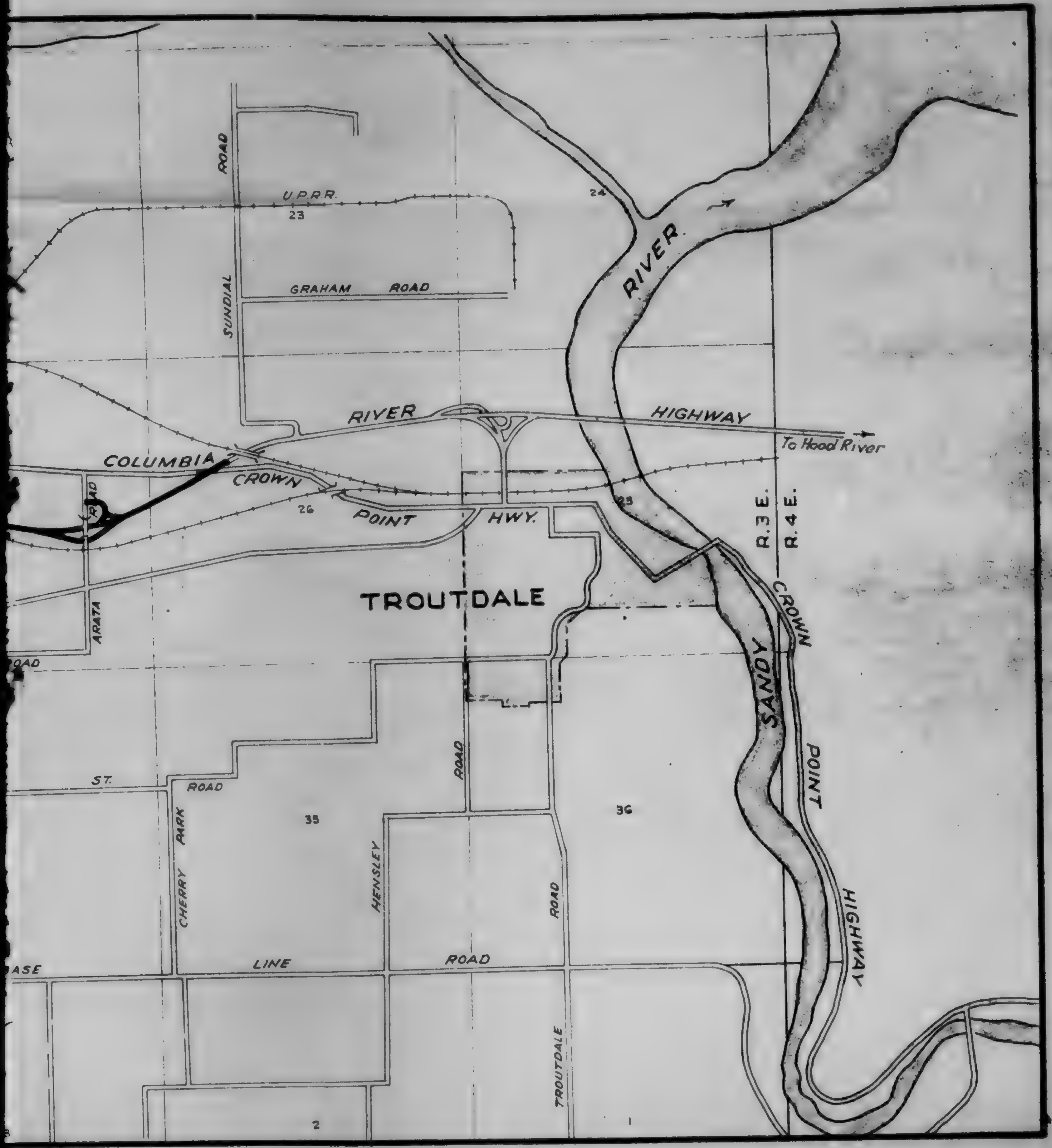


Program Item
Project No. U



Program Item No. 46
Project No. UI-323 (16)


RIVER
Blue Lake
Fairview Lake
20
21
22
23
U.P.R.R.
ROAD
SUNDIAL
GRAHAM
CAMPBELL RD.
COLUMBIA
CROWN
RI
26
27
28
ROAD
BIRDSDALE AVE.
OSBURN AVE.
FAIRVIEW
W. ARATA ROAD
ARATA
ST.
N.E. GLISAN ST.
CHERRY PARK ROAD
FAIRVIEW AVE.
32
33
34
35
BASE LINE
4
3
2


U.P.R.R.
ROAD
SUNDIAL
23
24
GRAHAM ROAD
RIVER
RIVER HIGHWAY
To Hood River
COLUMBIA
CROWN
POINT HWY.
26
25
ROAD
R.3 E.
R.4 E.
TROUTDALE
ARATA
OAD
SANDY
CROWN
POINT
HIGHWAY
ST.
ROAD
CHERRY PARK
35
36
HENSLEY
ROAD
ROAD
ASE LINE ROAD
TROUTDALE
2
1

27-3305 Helmick Park Shelter 19

#4533

RECEIVED
JUN 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 11, 1956

27-3305

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4533	5-Final	Enoch I. Maers

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11635	R-152654	$ 1,615.03	6/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: None

Completion Date: May 10, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 12 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 28 1956
FOR FILING

May 25, 1956

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4533 for constructing Helmick Park Shelter in Polk County was completed by the contractor, Enoch I Maerz, on May 10, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,615.03 will be released to the contractor after acceptance by the Commission. The total contraxt amount is $6,470.30, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performanse bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 12 1955
FOR FILING

[illegible]
[illegible]

October 12, 1955

Enoch I. Maers, Contractor
615 South Lancaster Drive
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on September 23, as follows:

Contract No. 4533, for constructing Helmick Park Shelter in Polk County.

Contract No. 4534, for constructing Holman Park Latrine in Polk County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 27 1955
FOR FILING

27
4533

September 26, 1955

Mr. Enoch I. Maers
615 S. Lancaster Drive
Salem, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 awarded to you State Highway Contract No. 4533 for construction of a Park Shelter at Helmick State Park south of Monmouth on the Pacific Highway West in Polk County.

This award was based on your bid of $6,305.80 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

27-3306 lman Park Latrine 1955

#4534

RECEIVED
JUN - 195[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 16, 1956

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
[illegible] 4534	3-Final	Enoch I. Maers	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
9945	B-150816	$ 1,211.28	5/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1956

Time Extensions: none

Completion Date: April 27, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 7 [illegible]

Ruth Rawlings

NOTED ON CARD
gf

RECEIVED
MAY 8 - 1956
FOR FILING

4534

May 7, 1956

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4534 covering construction of the Holman Park Latrine in Polk County was completed by the contractor, Enoch I. Maerz, on April 27, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,211.28 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,882.77 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

[illegible]
4534

October 12, 1955

Enoch I. Maers, Contractor
615 South Lancaster Drive
Salem, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on September 23, as follows:

Contract No. 4533, for constructing Helmick Park Shelter in Polk County.

Contract No. 4534, for constructing Holman Park Latrine in Polk County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 27 1955
FOR FILING

[illegible]
4534

September 26, 1955

Mr. Enoch I. Moore
615 S. Lancaster Drive
Salem, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 awarded to you State Highway Contract No. 4534 for construction of a Park Latrine at Holman Park, west of Salem in Polk County.

This award was based on your bid of $3,727 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson
C. H. Armstrong

S-305(1) Odell Jct.-Dukes Valley 1955
Jct. Sec. of the Straight
#4535 County Road.

Form A-150-10M-0-38 [redacted]

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4535
S-305(1)

Invoice No. 48931

Date [redacted]

Your Req. No.

Billing Request No. [redacted]

Credit distribution: [redacted]

[redacted]

Attn: [redacted]

[redacted]

ACKNOWLEDGMENT OF BILL

Cash Received with Request: $........

By ....

State Printing 88944

[redacted]

JFH:te
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 26, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. [illegible]

Gentlemen:

Final costs are now available for the Odell Junction - Dukes Valley Section of FAS 661 and it has been determined that the agreed county share of these costs is $6,750.03 as shown on the attached statement. As the county initially deposited $7,250., a refund of $499.97 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:te
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COMPLETED 5/23/56

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Hood River Contract No: 4535 Date 12/26/56

FAS 661 Section Odell Junction - Dukes Valley

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$3,500.00	100%	$3,500.00
2. Drainage excav., unclass.	c.y.	3.00	81.4	244.20
3. General excav., unclass.	c.y.	.30	7,287.9	2,186.37
4. Short overhaul	yd.sta.	.02	10,410.5	208.21
5. Long overhaul	C-yd.sta.	.75	97	72.75
6. Finishing R/B & slopes	mile	500.00	1.63	815.00
7. 12" Corr. metal pipe	l.f.	3.00	212	636.00
8. 18" " " "	l.f.	5.00	256	1,280.00
9. Haul. & plac. 2"-0 mat'l. in base	c.y.	1.40	7,255	10,157.00
10. " " " 3/4"-0 " " "	c.y.	1.40	2,105	2,947.00
11. Sprinkling	M/gal.	2.00	136	272.00
12. Preparation of base	mile	200.00	1.63	326.00
13. Haul. & Plac. 3/4"-0 in binder course	c.y.	3.00	272	816.00
14. Hauling aggregates	yd.mi.	.15	8,957	1,343.55
15. Placing "	c.y.	1.25	938	1,172.50
16. RC-3 asphalt	ton	48.00	40.58	1,947.84
17. 150-200 asphalt	ton	45.00	68.78	3,095.10
18. RS-1 asphalt	ton	50.00	20.83	1,041.50
Force Account - Flagging				77.79
	Subtotal			$32,138.81
	Construction Engineering			2,738.25
	TOTAL CONSTRUCTION COSTS			$34,877.06
	FEDERAL FUNDS COLLECTED FOR PROJECT			$21,377.00

AGREED COUNTY SHARE TOTAL COST
(50% of difference between total cost and federal funds)
($34,877.06 - $21,377.00) x 1/2 = $6,750.03

County Advance Deposit	$7,250.00
Less County Share Total Cost	6,750.03
REFUND DUE COUNTY	$ 499.97

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 14, 1956

S-305(1)
1555

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4535	4-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19762	H-160918	$ 1,212.56	9/14/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: None

Completion Date: May 23, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 17 1956

Ruth Rawlings

NOTE [illegible]

[illegible] 1-56 [illegible] 1956

FAS 661 **County** Hood River **Contract No.** 4535

Section

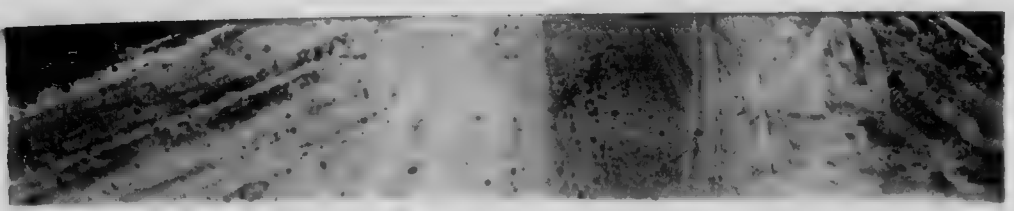
Location 54 [illegible]

1956

FAS 6

Secti

Locat



1956

FAS

Sec

Loc

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FAS

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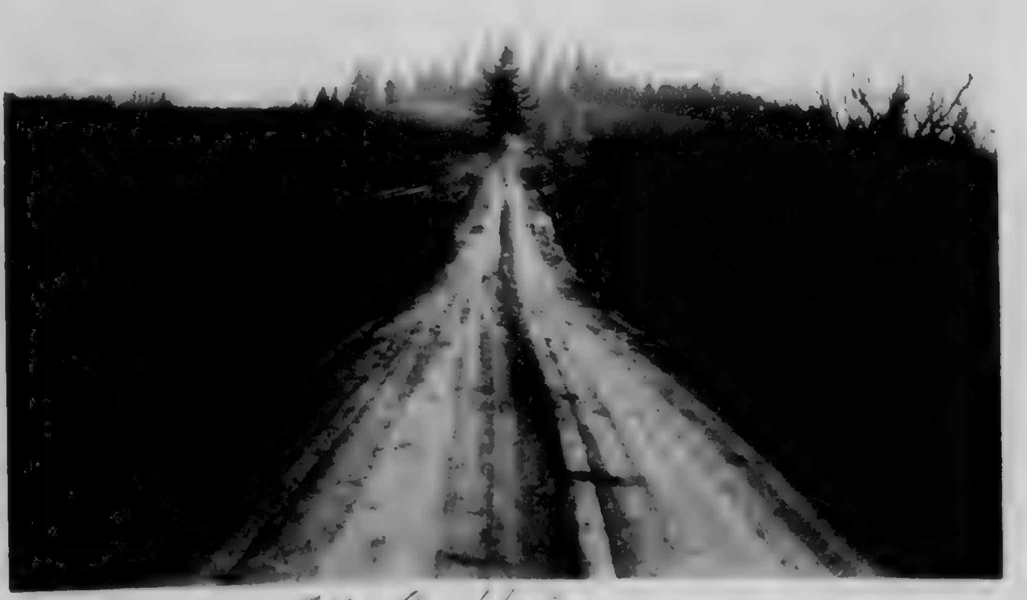

74-C 16

1956

FAS

Sec

Loc

RECEIVED
SEP 7 1956
FOR FILING

S-305(1)
4535

September 7, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4535 for work performed on the Odell Jct.-Dukes Valley Jct. Section of the Straight County Road in Hood River County was completed by the contractor, Babler Bros.,Inc., on May 23 and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $1,212.56 will be released to the contractor on or after September 17, 1956. The total contract amount is $32,138.81, of which amount $77.79 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

RECEIVED
JUN 20 1956
FOR FILING

S-3-71

4535

June 20, 1956

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Babler Bros., Inc. a portion of the funds heretofore retained by the Commission on contract No. 4535, for grading and oiling on the Odell Jct.-Dukes Valley Jct. Section of the Straight County Road in Hood River County.

This payment, in the amount of $17,856.90, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $956.48. The present payment will be released on or after June 30, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

NOTE
Harold C. Aye

June 7, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. W. CATTRALL

[illegible]
J. [illegible]ANN

Gentlemen:

This is to advise you that work on Contract No. 4535, Odell Junction-Dukes Valley Junction section of FAS 661 was completed on May 23, 1956.

Under the terms of the maintenance agreement signed by the Court on September 13, 1955, and by the Highway Commission on September 22, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
MAY 29 1956
FOR FILING

[illegible]
4535

May 28, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 23, 1956 on Contract No. 4535, Odell Junction-Dukes Valley Junction Section, in Hood River County, in connection with Federal Aid Project No. S-305(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc: John Cattrall

RECEIVED
MAY 29 1956
FOR FILING

[illegible]

[illegible]

May 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 23, 1956 on Contract No. 1535, Odell Junction-Dukes Valley Junction Section, in Hood River County, in connection with Federal Aid Project No. S-305(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cattrall

Form E-1—10M—10-55

9

5-305A

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 26, 1956, 19

Section Odell Jct. - Dukes Valley Jct.

Kind of work Grading and Oiling

Highway Straight County Road

Section prefix 514-1036

Contractor Babler Bros., Inc.

Contract number 4535

Date of contract Sept. 29, 1955, 19

Date of completion June 30, 1956, 19

Date work started Oct. 10, 1955, 19

Estimated date of completion May 23, 1956, 19

Project authorization . . . . $ 36,342.56

Exclusive of Engineering . . . . . $ 33,758.20

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . $ 33,700

Estimated per cent overrun or underrun . . . . - - %

Per cent of contract completed, based on total contract price . . . . . . 100 %

Engineering authorization . . . . . $ 2,584.36

Engineering cost to date $ 2,300, 89%

Date project was completed 5 - 23, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed oil mat Monday and Tuesday.

Bladed and rolled the oil mat, and trimmed shoulders, Wednesday.

Project completed Wednesday, May 23, 1956.

FINAL REPORT.

NOTED
L. H. Young

NOTED
V. D. WOLFE

NOTED
[illegible]

RECEIVED
MAY 2 1956
OFFICE OF
CONST[illegible] ENGINEER

NOTED
R. D. A[illegible]

Signed A V Benedict

Address P.O. Box 420, The Dalles.

Send original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

	GRADING	SURFACING	MAIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 9 - 1956
FOR FILING

FORM E-30X—9CM—11-55—90825

4535

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: Odell Jct.-Dukes Valley Rd.
Straight County Road
Contract No. 4535

To:
Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report Nos. 387732 and 387900, dated May 2, 1956 showing that the 2"-0 crushed rock stone base material sampled on April 30th and May 1st, respectively, is deficient by 4 and 17 percent. of material passing 1/4"

It appears as if site screening at the crusher is necessary to control the production within our specification limits, and it is suggested that the inspector make more frequent screening tests during crushing operations.

Will you please instruct the resident engineer to tighten his inspection of this phase of the contract, and have him mark the samples of corrected material so that it is clear they represent the improved material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CPRS-1937

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oreg[illegible]
County Hood River
Project No. S-305(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 30th day of August, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 1.626 miles of grading, drainage, and 2-lane intermediate type surfacing (Character of work) between FAS 300 east of Odell and FAS 115, (Control points), consisting of 1.626 miles of roadway and no (Number) bridges ~~totaling ____ miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-two thousand, three hundred and 00/100 dollars ($22,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-six thousand, eighty-four and 95/100 dollars ($36,084.95).

1

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By M K McIver
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-305(1)

ODELL JUNCTION-DUKES VALLEY JUNCTION SECTION
OF THE STRAIGHT ROAD IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Type Code 5231
Roadway (Sta. 0+10 to Sta. 85+97)(Contract No. 4535)

All Required	Clearing and Grubbing	$	$ 3,500.00
60 cu. yds.	Drainage Excavation, Unclassified	3.00	180.00
8,200 cu. yds.	General Excavation, Unclassified	0.30	2,460.00
9,100 yd. sta.	Short Overhaul	0.02	182.00
130 C-yd.sta.	Long Overhaul	0.75	97.50
1.63 miles	Finishing Roadbed and Slopes	500.00	815.00
160 lin. ft.	12-inch Corrugated Metal Pipe	3.00	480.00
320 lin. ft.	18-inch Corrugated Metal Pipe	5.00	1,600.00
7,400 cu. yds.	Hauling and Placing 2" - 0 Mat'l in Base	1.40	10,360.00
2,060 cu. yds.	Hauling and Placing 3/4" - 0 Mat'l in Base	1.40	2,884.00
240 M-gal.	Sprinkling	2.00	480.00
1.63 miles	Preparation of Base	200.00	326.00
190 cu. yds.	Hauling & Placing 3/4"-0 Mat'l in Binder Course	3.00	570.00
9,700 yd. mi.	Hauling Aggregates	0.15	1,455.00
980 cu. yds.	Placing Aggregates	1.25	1,225.00
30 tons	RC-3 Asphalt	48.00	1,440.00
70 tons	150-200 Asphalt	45.00	3,150.00
22 tons	RS-1 Asphalt	50.00	1,100.00
			$ 32,304.50
All Required	Flagging (57½% of Contractor's Cost)		500.00
	Subtotal		$ 32,804.50
	10% Engr. & Cont.		3,280.45
	Total		$ 36,084.95

Length of Roadway 1.626 Miles
Cost of Roadway per mile $22,192.46

Federal Funds..	$ 22,300.00
State Funds..	6,892.47
County Funds..	6,892.48
	$ 36,084.95

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Hood River County with the Highway Department.

RECEIVED
NOV 15 1955
FOR FILING
FORM E-30X 37½ 9-54 79790

[illegible]
4535

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Odell Jct.-Dukes Valley Jct.
Straight County Road-Hood R.
Contract No. 4535

To:

~~Mr. Dean Swift~~
~~Division Engineer~~

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 379705, dated November 9, 1955, showing that the oil rock produced November 8th, as represented by this report, did not meet our specifications, having 16% excess passing the 3/4-inch screen.

This contract called for only 440 cubic yards, and to correct the gradation will require addition of coarser sizes to stockpile after receipt by the resident engineer of the Laboratory Report.

Will you please have the resident engineer, on future reports, where the quantities of rock aggregate produced are small, make site screening tests as the contractor is producing the crushed rock, so that positive control of his operations may be possible at all times. This will tend to eliminate the extra work required in this case to produce acceptable material.

Also, please have the resident engineer submit a sample of the corrected aggregate marked to clearly show that it represents this corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1955
FOR FILING

S 305 (1)
4535

October 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 19, 1955, on Contract No. 4535, Odell Junction-Dukes Valley Junction Section, in Hood River County, in connection with Federal Aid Project No. S-305(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:le

Form A-15

RECEIVED
OCT 12 1955
FOR FILING

(1)
4535

October 11, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4535 which was awarded to you by the State Highway Commission on September 29, for grading and oiling on the Odell Jct.-Dukes Valley Jct. Section of the Straight County Road in Hood River County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-130—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 41603
Date October 4, 1955
Your Req. No.
Billing Request No. co-193
Credit distribution: 514-1036-297

Hood River County
Hood River, Oregon

Attn: County Court

NOTED
J. F. H[illegible]EMANN

NOTED
J. W. CAITRALL

Advance Deposit	7,250.00
Partial transfer county's share of total cost. Odell Junction - Dukes Valley Junction Section, Hood River County, FAS 661 covered by agreement dated September, 1955.	5,750.00
To be retained	$1,500.00

RECEIVED
OCT 5 - 1955
[illegible]

CKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $..................
By..................................

Attach: 5

RECEIVED
OCT 12 1955
FOR FILING

5-3-55 (1)
10-15-55

Salem, Oregon
October 4, 1955

Maint. 256
Finance 107

Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Hood River County covering the Odell Junction-Dukes Valley Junction Section of Straight Road, FAS 661.

A fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River County.

Very truly yours

Secretary

rn
Attach: 5

RECEIVED
OCT 5 1955
FOR FILING

5-25(1)
4535

October 4, 1955

County Court of Hood River County
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County a fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Hood River County covering the Odell Junction-Dukes Valley Junction Section of Straight Road, FAS 661.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
Harold C. Ayers

September 30, 1955

NOTED
J. W. CATTRALL

Mr. D. E. Imbler
Hood River County Clerk
Court House
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of an advance deposit in the amount of $7,250 in connection with the Odell Junction-Dukes Valley Junction Section of FAS 661. Contract No. 4535 was awarded to Babler Brothers on September 29th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
September 29, 1955

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

We have received this date Hood River County's advance deposit of $7,250 in connection with the Odell Junction-Dukes Valley Junction section of FAS 661. All right-of-way has been obtained for this project and it is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

COUNTY OF HOOD RIVER
COUNTY CLERK'S OFFICE
HOOD RIVER, OREGON

RECEIVED
SEP 29 1955

September 27, 1955

Oregon State Highway Dept.
Salem, Oregon

Attention: John W. Cattrall
Engineer, County-City Relations

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed is County road warrant number 38170 in the amount of $7,250.00, an advance deposit of 20% of the estimated total cost based on the low bid received for construction of the Odell Junction-Dukes Valley Junction section of FAS 661.

Yours very truly,

D E Imbler

D. E. Imbler
County Clerk

dei/s
enc.

Hood River Co. warrant no. 38170
for $7250.00 to Acctg Div. advance
fund 9-29
F Query

RECEIVED
SEP 29 1955
OREGON
STATE HIGHWAY COMMISSION

514-1036
Contract No.

NOTED
Harold C. Ayers

D
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Odell
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Engineer, County and City Relations

JFH:mm

NOTED
Harold C. Ayers

[illegible]

September 23, 1955

Hood River County Court
Court House
Hood River, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On September 23rd the Highway Commission received a satisfactory bid from Babler Brothers of Portland for construction of the Odell Junction-Dukes Valley Junction Section of FAS 661. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$32,304.50
12-1/2% Engineering & Contingencies	4,038.06
Estimated Total Cost	$36,342.56
County's Advance Deposit of 20% =	$ 7,250.00

Please make this deposit by means of a check or warrant in the amount of $7,250 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

Based on the above estimated cost Hood River County has an unprogrammed balance of fiscal year 1957 FAS funds totaling approximately $25,000 (includes state, federal, and county funds). These funds are available for use on any additional project you wish to select.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
OCT 27 1955
FOR FILING

[illegible]
4535

September 29, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for grading and oiling Odell Junction-Dukes Valley Junction Section of the Straight County Road in Hood River County for the sum of $32,304.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4535.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 29, 1955
1:43 a.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Contract for grading and oiling Odell Junction-Dukes Valley Junction Section of Straight County Road, Hood River, County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
Files
cc: C. W. Head

Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
SEP 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 29 1955
FOR FILING
FORM 230—50M—10 54—79485

[illegible] 25 (1)
4535

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Hood River County's advance deposit of $7,250 in connection with the Odell Junction-Dukes Valley Junction section of FAS 661. All right-of-way has been obtained for this project and it is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
SEP 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
September 21, 1955

NOTED
Harold C. Ayers

Mr. Earl Saling
Right of Way Division

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached are fourteen signed options received from Hood River County covering right-of-way required in connection with the Odell Junction-Dukes Valley Junction section of the Straight County Road, FAS 661. This completes acquisition of right-of-way for this project.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

September 21, 1955

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

Dear Sir:

This is to acknowledge receipt of fourteen signed options for right-of-way required in connection with the Odell Junction-Dukes Valley Junction section of FAS 661.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

File 23968	George E. and Ida Morell	0.02 acre
23969	Howard W. Gilmore & Velma V. Gilmore	0.00 acre
23970	Aubrey N. Davis & Margaret A. Davis	0.2 acre
23971	John C. Shum & Grace M. Shum	0.00 acre
23972	Paul R. Stolhand & Frances C. Stolhand	0.06 acre
23973	C.M. Farra & Stella H. Farra	0.08 acre
23974	James Lynn & Elvina B. Douglas	0.06 acre
23975	Taylor Tomito	0.09 acre
23976	J.R. & Louise Nex Down	0.10 acre
23977	Ray T. Yasui	0.07 acre
23978	J.P. & Dorothy Hounsell	0.03 acre
23979	Ralph A. and Ethel A. Harding	0.00 acre
23980	Harold J. and Marie Fletcher Hagen	0.2 acre
23981	C. E. Hounsell, et al	0.02 acre

cc-12

9-13-55

OREGON PROJECT S-305(1)
FAS 601

RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Straight County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From FAS 300 at a point 0.7 mile east of the Odell Post Office, southerly to FAS 115, a distance of 1.63 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Straight County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 13th day of September, 1955.

BY:

County Judge John H. Sheldrake

County Commissioner George W. Krieg

County Commissioner Wm A. Hinton

ATTEST:

D.E. Sadler
County Clerk
By B. C. Collicott, Deputy

cc-12(1955)

9-13-55

OREGON PROJECT S-305(1)
FAS 601

RESOLUTION

WHEREAS, a county road in Hood River County, State of Oregon, known as the Straight County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From FAS 300 at a point 0.7 mile east of the Odell Post Office, southerly to FAS [illegible]15, a distance of 1.63 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Straight County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 13th day of September, 1955.

BY:

County Judge John H. Sheldrake

County Commissioner

County Commissioner

ATTEST:

County Clerk
By B. C. Collicott, Deputy

cc-12(1955)

NOTED
Harold C. Ayers

September 12, 1955

NOTED
J. W. CATTRALL

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Odell Junction-Dukes Valley Junction section of FAS 661 upon which bids will be received on September 23rd.

The finance agreement covers State and County participation in costs and provides for an advance deposit by the County after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $42,000; however, the low bid received plus 12½ per cent for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than June 30, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned for the County's records. If possible, all documents should be mailed so as to arrive in Salem not later than September 16th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:ng
Attachments

NOTED
[illegible]

NOTED
J. W. CATTRALL

September 1, 1955

Hood River County Court
Court House
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of fourteen options covering right-of-way required in connection with the Odell Junction-Dukes Valley Junction section of FAS 661, Straight County Road. It is our present plan to accept bids on this project at the September 22-23 Highway Commission meeting. Signed options or deeds should be obtained prior to this meeting. Three copies of a map upon which the property covered by the options is shown are being forwarded under separate cover.

Please notify this office when all options have been executed by either forwarding one signed copy of each option or by a letter certifying that all right-of-way has been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1955

SUBJECT: Odell Junction-Dukes Valley Junction Sec.
Straight County Road
Hood River County

To: Mr. John Cattrall
City - County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find 14 option forms in quadruplicate covering right of way to be acquired in connection with the Odell Junction-Dukes Valley Junction Section of the Straight County Road in Hood River County. There were no copies of Statements of Information furnished us. Therefore, we have typed on the options addresses as shown. This contract is scheduled for letting in September, 1955.

Attached herewith are three prints of Map No. 7B-34-10, covering this area and bearing our date of August 29, 1955.

File	23968	George E. and Ida Morell	0.02 acre	✓
	23969	Howard W. Gilmore & Velma V. Gilmore	0.00 acre	✓
	23970	Aubrey N. Davis & Margaret A. Davis	0.2 acre	✓
	23971	John C. Shum & Grace M. Shum	0.00 acre	✓
	23972	Paul R. Stolhand & Frances C. Stolhand	0.06 acre	✓
	23973	C. M. Farra & Stella H. Farra	0.08 acre	✓
	23974	James Lynn & Elvina B. Douglas	0.06 acre	✓
	23975	Taylor Tomito	0.09 acre	✓
	23976	J. R. & Louise Nex Down	0.10 acre	✓
	23977	Ray T. Yasui	0.07 acre	✓
	23978	J. P. & Dorothy Hounsell	0.03 acre	✓
	23979	Ralph A. and Ethel A. Harding	0.00 acre	✓
	23980	Harold J. and Marie Fletcher Hagen	0.2 acre	✓
	23981	C. E. Hounsell, et al	0.02 acre	✓

Yours very truly,

R. L. PORTER
Right of Way Engineer

By EFS

Earl F. Saling
Right of Way Office Mgr.

ML:wo
cc: John Cattrall

RECEIVED
AUG 30 1955
FOR FILING

PLEASE RETURN TO
W. C. WILLIAMS

08-35 August 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Federal-aid Secondary Program, Supplement No. 34, recently submitted by your office, included Item 351, Project S-305(1), for the improvement of FAS Route 661 in Hood River County. This project was inspected in the field by a representative of this office accompanied by your Mr. Fred Hagemann.

The project is somewhat unusual in that grades of approximately 15% are proposed. However, in view of the special conditions surrounding this project as outlined in your program submission, we are forwarding the program item with our recommendation for approval. It is suggested that consideration be given to reducing the grades during construction by cutting and filling the present road, where feasible. It is also suggested that the grade line at the connection to the Hood River Highway be improved as sight distance is limited at this point.

Very truly yours,

C. G. POLK
District Engineer

NOTED
M. G. SMITH

NOTED
FORREST C

RECEIVED
AUG 26 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. T. WRIGHT

RECEIVED
AUG 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Original
Mr. Probert

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
ARVO A. HUKARI, COUNTY COMMISSIONER

August 5,1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

John F. Hagemann, Engineer,
City & Cpunty Relations,
Oregon State Highway Dept.,
Salem,Oregon

Dear Mr. Hagemann:

At your request I have obtained the approximate tonnage of fruit that will go over the Straight County Road on FAS 661 Odell Junction-Dukes Valley Junction Section. 4,374 tons. This is just fruit, apples and pears. There are other fruits like peaches and cherries. Also other produce. This is a conservative e stimate.

The County expects to furnish the rock for this project.

Very truly uours,

John H. Sheldrake
John H. Sheldrake
County Judge

RECEIVED
AUG 8 - 1955
[illegible]

NOTED
J. F. HAGEMANN

RECEIVED
AUG 8 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

NOTED

MEMO TO: Mr. J. W. Nash

August 4, 1955

DUKES VALLEY JUNCTION-ODELL JUNCTION SECTION
FAS ROUTE 661

NOTED
J. HAGEMANN

This project includes the entire route of FAS 661 extending from FAS 300 immediately east of Odell, southerly to FAS 115. The existing route has a light gravel surface 12' to 20' in width and a roadway width varying from 16' to 20'.

The proposed project is to grade and drain generally following the present road, place a crushed rock base, and construct a type O-11 oil mat wearing surface 20' in width with 2' shoulders. All crushed material for the base and oil mat wearing surface will be furnished by Hood River County without federal cooperation as the county has a permanent crusher set up at the only acceptable rock source in the general area. This road has an ADT of less than 100 and is in mountainous terrain. The design meets minimum AASHO standards for roads in this category with two exceptions. These exceptions are an approximately 500' section of 15.32% grade and a second section of approximately 500' with a 15.2% grade. The grade on these two sections slightly exceeds the 15% minimum in the AASHO standards.

This primary use of this road is direct service to the soft fruit orchards in the adjacent area. Due to the topography and extensive development of the abutting lands, no further improvement in the design is practical. There is a 440' difference in elevation on the northerly 4400' of the project and any attempt to materially reduce the grade would necessitate switching back and forth through valuable orchard lands and result in heavy damage to the people who are the principal users of the road. Both the Hood River County Court and the road users are completely satisfied with the proposed design as their main interest is a smooth-riding surface so as to eliminate bruising of soft fruit being hauled to packing houses in Odell and Hood River. All such haul will be down hill.

The area served by this route produces 4,400 tons of fruit annually and this entire crop is truck hauled over all or a portion of FAS 661. Grades such as proposed in this project are not unusual in Hood River County. Heavier grades than those proposed in this project exist on similar short sections of oiled roads and have been used without incident for several years by traffic volumes considerably in excess of those carried by FAS 661.

HOOD RIVER COUNTY
1.63 MILES

FUNDS:	Federal	$24,000
	State	8,000
	County	8,000
		$40,000

JFH:mm

NOTED
R JONES

Salem, Oregon
August 2, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The field data for the Dukes Valley Junction-Odell Junction section of FAS 661 in Hood River County has been examined and found to be substantially as proposed by the county and approved by the Highway Commission.

This project has rather severehorizontal curves and grade; however, it meets minimum AASHO standards for roads of less than 100 ADT in mountainous terrain with the exception of 500 feet of 15.32% grade and 500 feet of 15.2% grade which slightly exceeds the minimum of 15% under AASHO standards. Mr. C. G. Polk, B.P.R. District Engineer, has tentatively agreed to go along with the design as submitted from the field.

I discussed this project with Mr. Swift, Division Engineer, and he advises that he went over this project with county officials and the orchard owners in the adjacent area and the plans submitted represent the best that can be accomplished without incurring severe property damage to the abutting orchards.

There is a 440 foot difference in elevation between the north end of the project and a point 4,400 feet south of the north end. Any attempt to reduce the grade would result in switching back and forth through valuable orchard lands, thus damaging the people who are the principal users of the road. The primary service of this route is to the adjacent orchard area and all loaded truck haul is down hill. Both the County Court and road users are completely satisfied with the design as their main interest is a smooth riding surface so as to eliminate bruising of the soft fruit being hauled to packing houses in Odell and Hood River.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:ms
cc: V. G. O'Neil
Frank Hall

NOTED
Harold C. Ayres

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
ARVO A. HUKARI, COUNTY COMMISSIONER

August 1,1955

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

RECEIVED
AUG 3 - 1955

Dean Swift, Division Engineer,
Oregon State Highway Department,
Bend, Oregon

Dear Sir:

Odell Junction-Dukes
Valley Junction Section
of the Straight County Road

This will acknowledge your letter of the 28th. of July about the approximate quantities of crushed material that will be required in stockpiles for the for the Straight County Road, grading and oiling project.

As follows:

Sizes:		Approximate Quantities:
2" - 0 Material		7,300 cu. yds.
3/4"-0 Material		2,000 cu. yds.
1½"-3/4" Material		440 cu. yds.
3/4"-½" Material		180 cu. yds.
½"-¼" Material		380 Cu. yds.
¼"- #10 Material		180 cu. yds.
	Total	10,480 Cubic Yards

Very truly yours,

John H Sheldrake

John H. Sheldrake
County Judge
Hood River County
Hood River, Oregon

cc: John F. Hagemann
City & County Relations
Salem, Oregon

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 28,1955

SUBJECT:

NOTED
J. W. CATTRALL

RECEIVED
JUL 29 1955
ENGINEER [illegible]

To: Hon. John H. Sheldrake
County Judge
Hood River County
Hood River, Oregon

Dear Sir:

Following is the sizes and approximate quantities of crushed material that will be required in stockpiles for the Odell Junction-Dukes Valley Junction Section of the Straight County Road, grading and oiling project:

Sizes:	Approximate Quantities:
2" - 0 Material	7,300 cu. yds.
3/4"-0 Material	2,000 cu. yds.
1¼"-3/4" Material	440 cu. yds.
3/4"-1/2" Material	180 cu. yds.
1/2"-1/4" Material	380 cu. yds.
1/4"-#10 Material	180 cu. yds.

Very truly yours,

DEAN SWIFT
Division Engineer

[illegible]:bd
cc: John F. Hagemann
City & County Relations
Salem, Oregon

[illegible]
Att.

NOTED
J. F. HAGEMANN

Fas 66'
Hood R. Co.

NOTED
J. W. CATTRALL

March 8, 1955

Hood River County Court
Court House
Hood River, Oregon

NOTED
Harold C.

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission approved the addition of FAS Routes 661, 662, and 663 to the FAS System in Hood River County and also approved the Odell Junction-Dukes Valley Junction section of FAS 661 as described in the attached tabulation for construction with FAS funds.

Approval of the route additions by the Bureau of Public Roads and preparation of plans and specifications for the project are now required prior to contracting. Preliminary engineering will be supervised by our division office at Bend.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

HOOD RIVER COUNTY
PROPOSED PROJECT

FAS 661 - Odell Junction-Dukes Valley Junction, 1.6 Miles, $50,000. This section extends from the Odell State Highway approximately 0.2 mile east of Odell southerly along the Straight County Road to the Mt. Hood State Highway approximately 2 miles south of Lentz.

The proposed project is to grade, place base material, and construct an O-11 20' in width with 2' shoulders. The county has requested that the project follow the existing road, with minor line revisions for curve easement. There is a steep grade in approximately the middle of the project which insofar as the county is concerned is satisfactory as all fruit haul is down hill at this point; however, it might be desirable and possible to reduce the grade without any extensive property damage. It is suggested that the County Court be contacted and the project discussed prior to beginning the actual survey.

Approved by Highway Commission 3/2/55

1/10/55

IN-FI 62(7) Meacham-Glover Sec., Old 1955
Oregon Trail Hwy.
#4536

A

W. C. Williams

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IN-FI-6

4536

NOTE.
W. C. WILLIAMS

ADDENDUM TO FINAL COST ANALYSIS

MEACHAM-GLOVER SECTION CONTRACT No.4536

Prefix 30-1046

In the Final Cost Analysis report on the Meacham-Glover Section, Contract No. 4536, dated April 17, 1959, the word, "Participation", was omitted following the name of Shirley Stone as one of the contractors performing work on this contract other than the prime contractor.

The amount of grading performed by Stone amounted to approximately $31,500. or 3.7 percent of the total contract.

Maurice N. Juve
Chief Cost Analyst

By Gordon K. Hanson
Ass't Cost Analyst

RECEIVED
APR 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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'59
FOR FILING

W. C. Williams

Meacham-Glover Section
Contract No. 4536

FINAL COST ANALYSIS
Grading
Contractor: Rogers Construction, Inc.
Resident Engineer: J. C. Hiatt

April 17, 1959

Old Oregon Trail Hwy.
Prefix No. 30-1046

IV-F E-62([illegible])

4536

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 1. Clearing & Grubbing	100%	All	125,000.00	40,474.29	40,474.29	125,000.00
2. Drainage Excav., Unclass.	905.95	Cu. Yd.	3.00	3.63	3,291.67	2,717.85
** 3. General Excav., Unclass.	1,308.752.1	Cu. Yd.	.43	.48	630,867.48	562,763.40
** 4. Short Overhaul	4,639,155.6	Yd. Sta.	.005	.005	24,071.23	23,195.78
** 5. Long Overhaul	96,269.9	C-Yd. Sta.	.25	.26	24,975.83	24,067.48
** 6. Finishing R. B. & Slopes	9.74	Mile	400.00	415.09	4,043.03	3,896.00
** 7. Rounding Cutbanks	2,250	Lin. Ft.	.10	.104	233.50	225.00
8. 18" Cor. Metal Pipe	2,704	Lin. Ft.	3.75	4.02	10,875.06	10,140.00
9. 18" Corr. Metal Pipe, 14 ga.	190	Lin. Ft.	4.00	4.21	800.92	760.00
10. 24" Corr. Metal Pipe	1,100	Lin. Ft.	5.50	5.85	6,430.64	6,050.00
11. 24" Corr. Metal Pipe, 12 ga.	216	Lin. Ft.	5.75	6.95	1,501.20	1,242.00
12. 30" Corr. Metal Pipe	198	Lin. Ft.	7.25	8.42	1,667.63	1,435.50
13. 36" Corr. Metal Pipe, 10 ga.	162	Lin. Ft.	14.00	14.95	2,422.89	2,268.00
14. Corr. Metal Pipe 42", 10 ga.	176	Lin. Ft.	15.25	16.09	2,833.29	2,684.00
15. 48" Corr. Metal Pipe, 8 ga.	206	Lin. Ft.	22.00	23.45	4,831.58	4,532.00
16. 48" Corr. Metal Pipe, 10 ga.	214	Lin. Ft.	20.00	21.54	4,609.64	4,280.00
17. 43" Arch Type C.M.P.	162	Lin. Ft.	12.00	12.84	2,081.04	1,944.00
18. 65" Arch Type, C.M.P.	118	Lin. Ft.	26.00	28.13	3,319.87	3,068.00
19. 120" Struc. Plate Pipe	360	Lin. Ft.	90.00	96.29	34,644.52	32,400.00
20. 1-1/2" Galv. Water Pipe	600	Lin. Ft.	.60	.64	382.45	360.00
22. 43" Arch Type, Metal End Section, Coated	2	Each	90.00	98.42	196.84	180/00

Final Cost Analysis - Contract No. 4536
Meacham - Glover Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
23. 65" Arch Type, Metal End Section, Coated	2	Each	200.00	213.23	426.45	400.00
24. Class "A" Concrete	380.61	Cu. Yd.	55.00	56.87	21,645.72	20,933.55
25. Metal Reinforcement	77,471	Lb.	.15	.158	12,310.00	11,620.65
PA#1 Furnish & Install 6" P.M.P.	440	Lin. Ft.	1.30	1.36	599.41	572.00
PA#2 Cement Adj. (Favor of Contr.)	26.75	Bbl.	5.60			149.80
PA#3 Adj. Concrete Box Culverts for Extension	100%	All	200.10	244.96	244.96	200.10
*PA#4 Extra Clearing	100%				5,878.50	4,992.00
*Force Account (Clearing)					1,827.61	1,552.73
					$ 847,507.34	$ 853,629.84

Gross Revenue	$ 853,629.84
Total Cost	847,507.34
Net Profit	$ 6,122.50

Net Profit equals .7% of Gross Revenue

* Murray Bros., Bend
** Shirley G. Stone Co.

? To be corrected as per phone call → June

DETAIL OF COST - CONTRACT NO. 4536

Labor:				
Labor and Supervision			$ 199,856.44	
Labor Insurance			12,273.83	
Health and Welfare			6,438.46	$ 218,568.73
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			312,697.67	
Equipment Rental, Hired			68,630.46	
Gas, Oil, and Grease			53,598.57	
Freight (on supplies)			353.14	
Form Lumber (R.C.B.C.)			2,929.38	
Small Tools and Miscellaneous Supplies			4,533.92	
Powder and Explosive Materials			46,249.02	
Move In			14,187.75	
Bond			4,518.15	
Home Office and General Overhead			42,681.49	505,379.55
Materials:				
18" C.M.P.	2,704 Lin. Ft.	@ $2.79	7,544.16	
18" C.M.P. Bands	135 Each	@ $2.79	376.50	
18" C.M.P.	190 Lin. Ft.	@ $3.35	636.50	
18" C.M.P. Bands	9 Each	@ $3.35	30.15	
24" C.M.P.	1,100 Lin. Ft.	@ $4.35	4,785.00	
24" C.M.P. Bands	55 Each	@ $4.35	239.25	
24" C.M.P. 12 ga.	216 Lin. Ft.	@ $5.85	1,263.60	
24" C.M.P. Bands	10 Each	@ $5.85	58.50	
30 C.M.P.	198 Lin. Ft.	@ $5.32	1,053.36	
30" C.M.P. Bands	9 Each	@ $5.32	47.88	
36" C.M.P. 10 ga.	162 Lin. Ft.	@ $10.71	1,735.02	
36" C.M.P. 10 ga. Bands	8 Each	@ $10.71	85.68	
42" C.M.P. 10 ga.	176 Lin. Ft.	@ $12.66	2,228.16	
42" C.M.P. 10 ga. Bands	8 Each	@ $12.66	101.28	
48" C.M.P. 8 ga.	206 Lin. Ft.	@ $17.08	3,518.48	
48" C.M.P. 8 ga. Bands	10 Each	@ $17.08	170.80	
48" C.M.P. 10 ga.	214 Lin. Ft.	@ $14.48	3,098.72	
48" C.M.P. 10 ga. Bands	10 Each	@ $14.48	144.80	
43" Arch Type C.M.P.	162 Lin. Ft.	@ $9.06	1,466.10	
43" Arch Type C.M.P. Bds.	8 Each	@ $9.06	72.48	
65" Arch Type C.M.P.	118 Lin. Ft.	@ $18.25	2,153.50	
65" Arch Type C.M.P. Bds.	5 Each	@ $18.25	91.25	
120" Struc. Plate Pipe	360 Lin. Ft.	@ $68.61	24,699.60	
43" Arch Type C.M.P. Metal End Section	2 Each	@ $74.43	149.75	
63" Arch Type C.M.P. Metal End Section	2 Each	@ $95.43	190.80	

Detail of Cost Cont'd. - Contract No. 4536

6" Perf. Metal Drain Pipe	440 Lin. Ft.	@ $1.18	519.20	
Class "A" Concrete	380.61 Cu. Yd.	@ $31.30	11,913.09	
Metal Reinforcement	774.71 Lb.	@ $0.1276	9,885.30	
1-1/2" Galv. Water Pipe	600 Lin. Ft.	@ $0.50	300.00	78,559.06
		TOTAL COST		$ 847,507.34

Remarks - Contract No. 4536

This was a "Federal Aid Interstate Project" consisting of the construction of 9.75 miles of new highway roadbed involving 1,308,752.1 cubic yards of general excavation; and the construction of three reinforced concrete box culverts on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This project was bid September 22, 1955, awarded October 3, 1955, and completed July 31, 1957.

The No. 17 Final on this project was dated December 27, 1957. The delay on the cost analysis is due to two factors. First, this project was worked together with a later contract dealing with the widening of this project. Secondly, the contractor submitted a claim for additional compensations for extra clearing and other items. The post final No. 18 was dated January 5, 1959. The final on the new project No. 4969 was dated December 26, 1958. The final analysis of costs had to be worked together to find the equitable distribution of costs.

Murray Bros., Bend, moved in a D-8 dozer and began clearing for the contractor on Friday, October 14, 1955. A second D-8 dozer was brought in the latter part of the week. One laborer tended the burning of brush. Merchantable timber was taken out by a local logging company. A D-7 dozer was moved in the second week.

The clearing was delayed the week of November 5th because of 12" of snowfall. Snow and mud hampered equipment for the next two weeks so that it was decided to cease operations until the following spring.

The contractor moved in a D-7 dozer the first week in May and began diverting the creek at Station 394 preparatory to installation of the 120" structural plate culvert but halted work after the cat bogged down.

A dragline was moved in Monday, May 14th, to finish excavating for the 120" sectional plate culvert. This excavation was completed by Friday. Clearing operations were resumed May 21, 1956, using two D-8 dozers and two laborers to pile and burn.

Grading operations were begun on June 6th. Two D-8 dozers and one D-9 dozer-ripper were put to work on grading for the detour connection at Glover. A crew of laborers were put to work placing culvert pipe and the installation of the 120" sectional plate pipe.

Remarks Cont'd - Contract No. 4536

Two S-18 Euclid scrapers with one D-9 dozer pushing and one D-8 dozer spreading began work June 13th. A third S-18 scraper was added June 30th. Two Euclid 4-wheel tractor scraper units and pusher cat were put to work July 2nd at Stations 912 to 948 at the Meacham end of the project. This area was stripped to rock formation and then a drilling crew was put to work drilling in preparations for blasting.

Work on the reinforced concrete box culverts were begun on July 30, 1956. Footings were poured Thursday and steel erection on walls started the next day.

By August 18th, the contractor had three S-18 Euclid scrapers, five TDT-23 scrapers, two D-9 dozer-rippers, three D-8 dozers, a #12 caterpillar grader, two 3-1/2-inch airtrac drills, one 900 c.f.m. compressor, one 600 c.f.m. compressor, one 4-ton boom truck, one 2-1/2-ton flatbed truck, and one 22B crane on the project.

Shirley G. Stone Company, hired grading contractor, began work at the westerly end of the project, station 994 to 946 on September 4th. This spread consisted of two D-8 dozers and two DW-10 tractor-scraper units. The following week a second S-12 scraper was added, and the third S-12 was moved in October 22nd.

The weather changed to rain and snow during the week of November 10th so that the dozers could not work. The following week, the weather improved so that rubber tired equipment could again be used; however, the efficiency of all equipment was reduced. Weather conditions for the next four weeks hampered progress to the extent that only a part of the equipment was used. Operations were completely suspended February 2, 1957 and the equipment was moved to Emigrant Hill-Deadman's Pass project and to the North Unit, Pendleton-Pilot Rock project.

Operations were resumed on a small scale on March 17, 1958. One drilling crew began drilling in the cut, station 12, and a new 2-1/2-cubic yard Loraine shovel was moved in Tuesday and Wednesday. Drilling continued for the next three weeks and then shot. This allowed the contractor again to work his tractors and scraper units.

The 2-1/2-yard shovel and three Euclid tractor-bottom dump units were put to work removing the shot material in the cut at station 270.

The contractor didn't get into full swing until the first part of May. He increased his work day from an 8-hour day to a 10-hour day. He then changed to two 9-hour shifts per day. The contractor made very good progress from this time on until completion.

Remarks Cont'd - Contract No. 4536

The very small margin of profit made on this progress was due to several reasons. Weather conditions at the start delayed progress cutting down on the production capacities of grading units. General excavation shows considerable loss. This can be explained from two points: It is assumed that part of the low bid is to be found in excess clearing bid. Secondly, the material being excavated in three areas required a considerable amount of drilling and shooting. This cost amounted to 5.4% of the gross revenue and 8.2% of the revenue on general excavation. Thirdly, the contractor had to remove several thousand yards of material with the shovel and bottom dump trucks. Fourthly, there was considerable cost involved in tire replacement due to the hard, sharp dice rock in which the rubber tired units worked.

It is my opinion that the excavation bid was too low.

M.N. Juve
Chief Cost Analyst

By

G.K. Hansan

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TN-I-I-62(7)

4536
(CONTRACT NO.)

file

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(EST. NO.) (CONTRACTOR)

4536
(VOUCHER NO.)

18 post final
(WARRANT NO.)

Rogers Construction, Inc.
(AMOUNT) (DATE)

983

H 233883

$6,544.73 1/21/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Doris Weisenhour
ACCOUNTING DIVISION

Specified completion date: Oct. 31, 1956

Time Extensions: July 31, 1957

Completion Date: July 31, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 23 1959
Jc

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FOR FILING
TN-FI-62(7)

4536
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 22, 1959

(EST. NO.)

(CONTRACTOR)

4536
(VOUCHER NO.)

18 post final
(WARRANT NO.)

Rogers Construction, Inc.
(AMOUNT)

(DATE)

983

H 233883

$6,544.73

1/21/59

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Specified completion date: Oct. 31, 1956

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Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Jan. 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: JAN 23 1959
Jc

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em

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JAN 14 1959
FOR FILING

IN-FI-62

.4536

Jan. 13, 1959

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Gentlemen:

You are hereby notified that a post-final payment will be made to Rogers Construction, Inc., on Contract No. 4536 for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $853,629.84, including the post-final payment of $6,544.73. Of the total, $1,552.73 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT E. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 17 1958
FOR FILING

September 10, 1958

Rogers Construction Company, Inc.
11760 N. E. Glisan Street
Portland 16, Oregon

Attention Mr. Jack E. Copeland

Gentlemen:

Your letter of September 4th regarding claims on the Meacham-Glover Section of the Old Oregon Trail Highway, Contract No. 4536, calls for further discussion of the claims.

With reference to Claim No. 2, please be advised that in the Armco Handbook of Drainage and Construction Products, Page 49, the following recommendation is made regarding torque for bolting of multi-plates:

> "Torque ordinarily recommended for (3/4" high-strength bolts) bolted installations is 100 to 200 ft.-lbs."

On that basis, it is believed that requirement of 150 ft.-lbs. of torque is certainly not unreasonable. With this in mind, I wish to quote the second paragraph of Section 1.5.3 of the General Specifications:

> "The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of the first quality are to be used."

On the basis of the above and the information formerly given you, we feel that the requirement for the tightening of the bolts was entirely reasonable and conformed to good general practice.

There appears to be some misunderstanding with reference to the areas which you claim as being cleared extra as expressed by Claim No. 3. I believe that the best way to resolve this is on the ground with the Resident Engineer and your Superintendent present in which an area by area examination and review can be made. If this is agreeable with you a

FORREST COOPER

representative of the Construction Department will meet with you people on the ground at any convenient date. Please set such a date and we will be there.

We are now processing Claim No. 1 for which we acknowledge payment should be made by Extra Work Order.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:je

cc Forrest Cooper
A. F. Parsom
S. H. Probert

RECEIVED
SEP 10 1958
OFFICE OF
STATE HIGHWAY ENGINEER

September 4, 1958

Oregon State Highway Department
Salem
Oregon

Re: Meacham-Glover Section Old
Oregon Trail Highway
Contract No. 4536

Attn: Mr. Tom Edwards, Construction Engineer

Gentlemen:

Further to our letter of July 15, 1958, and in reference to your letter of August 28, 1958, we feel that we should not be denied claim Nos. 2 and 3 for the following reasons:

Claim No. 2 - We are unable to find where torque pressure has ever been written into the original specifications until about two months ago when this was first specified. For your information, we enclose a copy of a letter from Beall Pipe and Tank Corporation, dated July 2, 1956 relative to torque pressure. Since you have written torque pressure of 150 pounds into the specifications as indicated by the enclosed Resident Engineer's letter of June 29, 1956, we feel that we are entitled to this claim of $548.70.

Claim No. 3 - Areas outlined in our claim were definitely for clearing done due to the resetting of original stakes. We are clear on these areas and your engineers know that these stakes were moved and when they were moved. We are making claim for additional work only in conjunction with work that we had to do after original stakes were changed and have made no claim for work that we did for our own convenience inside the original clearing stakes. We believe that $800.00 per acre is a reasonable figure and that we should be allowed this claim of $9,984.00 for additional clearing.

We feel that we should have been allowed claim Nos. 1 and 3 without the necessity of filing claims as they both were extra work outside the scope of the contract. We now contend that claim No. 3 should be given the same consideration as you have given us under claim No. 1 as the changing of stakes was something we could not anticipate.

Yours very truly,
ROGERS CONSTRUCTION, INC.

Jack E. Copeland

CONSTRUCTION DIVISION
RECEIVED
SEP -8 1958
NOTED-- ☐ ☐ ☐ ☐ ☐

JEC:e
Enclosures

September 4, 1958

Oregon State Highway Department
Salem
Oregon

Re: Meacham-Glover Section Old
Oregon Trail Highway
Contract No. 4536

Attn: Mr. Tom Edwards, Construction Engineer

Gentlemen:

Further to our letter of July 15, 1958, and in reference to your letter of August 28, 1958, we feel that we should not be denied claim Nos. 2 and 3 for the following reasons:

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CONSTRUCTION DIVISION
RECEIVED
SEP - 8 1958
NOTED-- ☐☐☐☐☐

Yours very truly,
ROGERS CONSTRUCTION, INC.

Jack E. Copeland

JEC:c
Enclosures

BEALL PIPE AND TANK CORPORATION

[illegible]

July 2, [illegible]

Rogers Construction Co., Inc.
11700 N. E. Glisan St.
Portland, Oregon

Attention: Mr. McInroe

Gentlemen:

In line with your recent telephone conversation regarding sectional plate pipe which we furnished you for the Meacham-Glover Section of Old Oregon Trail Highway project regarding tightness of bolts in assembling this pipe, we wish to advise that there is nothing in the State specifications that requires any certain torque. All the specifications say is that the bolts must be tight.

We called Mr. Virgil O'Neil of the Oregon State Highway Department who wrote the specifications on this job and he verified same.

We called Republic Steel Corporation, Mr. deCapiteau, who is head of their drainage department and in charge of their sectional plate, and asked him if he knew of any specifications that require any particular torque to be put into the bolts, or if they recommended a torque. His answer was that he knew of no State in the Union who had any torque specified in their specifications. Republic Steel has nothing in any of their specifications regarding torque. The only thing that they recommend is that the bolts be tight the same as specified in the Oregon Specifications.

We are enclosing sectional plate handbook published by Republic Steel Corporation in which there is nothing regarding the torque.

If there is any further information or services that we can render you please feel free to call, and we want to state that all sectional plate furnished you on this job was according to State Specifications.

Very truly yours,

BEALL PIPE AND TANK CORPORATION

VICE PRESIDENT

O'Neall:el

P.S. Mr. O'Neil also stated when he was drawing up the specifications that it was not his intention to put anything in the specifications that would cause a hardship on any contractor.

COMMISSIONERS
BEN R. CHANDLER, Chairman
Coos Bay
CHAS. H. REYNOLDS, Member
La Grande
[illegible], Member
Portland
[illegible]
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

[illegible]
June 2[illegible], 1956

[illegible] Construction Company
1[illegible] NE Glisan Street
Portland, Oregon

Dear Sir:

I [illegible] re-affirm instructions repeatedly given in regard to [illegible], of 120" structural plate culvert on the Meacham-[illegible] Section, Contract #2536

[illegible] must be tightened to resist a torque of at least 150 [illegible] pounds.

Very truly yours,

J. C. [illegible]
Resident Engineer

[illegible]
cc: [illegible] F. Parsons

FORM E 123 X 25M 5-58

COMMIS
M. K. McIVER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FR MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 26 1958
FOR FILING

August 21, 1958

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Meacham Glover Section
Old Oregon Trail Highway
Contract No. 4536

Attention Mr. Jack E. Copeland

Gentlemen:

Your letter of claim of July 15th directed to the Accounting Division has been referred to this office for settlement. Following, I will deal with each of the claims in the order in which they were submitted:

Claim No. 1 - Extra work for clearing detour roads in the amount of $1,552.76. This claim has been reviewed and we find that the detour road at the westerly end of the project between the old highway and the Glover Overcrossing was not shown on the plans; therefore, you could not anticipate that this clearing would be necessary. For this reason, the clearing can be termed "extra" and payment will be made by extra work order on presentation of your bills.

Claim No. 2 - Additional labor expense on 120-inch structural plate culvert to tighten bolting to such a point as to resist a torque of 150 foot pounds. We do not believe that this is additional labor expense and we do believe it to be entirely within the specifications to require bolts to be tightened to this extent so as to avail ourselves of the strength of the materials used and to develop the strength inherent in the design of the structure. We believe this to have been sound practice for pulling together plates of this size and gage. A check with manufacturers of this type of product corroborates the foregoing statements. Therefore, the claim for additional compensation for the tightening of bolts in the amount of $548.70 must be denied.

Claim No. 3 has been reviewed in the light of our specifications, particularly under Section 2.1.3 of the general provisions and we find that, with but two exceptions, clearing done on this contract fell within the definition of areas as given in Section 2.1.3. If a mistake was made in the original setting of the stakes for clearing we would feel that rectification should be made to the contractor for the

NOTED

extra effort involved in returning to clear the correct area, but such a mistake would not call for compensation for extra clearing. The extra areas which were cleared beyond that which was contemplated at the time of taking bids was for (1) slope flattening right of Stations 197+50 to 206, containing 0.16 of an acre; and (2) borrow left of Station 258 to Station 262+50 and containing 0.56 of an acre. The total of the foregoing which would justify payment for extra clearing is 0.72 of an acre, which at $800 per acre, would extend to $576. In connection with this claim, I wish to call your attention to a condition which might erroneously be thought of as extra clearing. Murray Bros., who were doing clearing work for the prime contractor, pushed considerable down timber and brush onto the clearing fringe, requiring removal later by the prime contractor. This, no doubt, led to the impression on the prime contractor's part that he was required to do some extra clearing.

Claim No. 4 - Work performed with dragline, digging ditch on railroad right of way. This ditch was right of Station 398 and the work was paid for on the semi-final estimate as 94.8 yards, for a total of $284.40 compensation.

We will make the above indicated settlements if such are satisfactory to you. Please advise regarding the above so that the claims may be processed for payment.

Very truly yours,

Tom Edwards
Construction Engineer

By
L. H. Young
Ass't Construction Engineer

LHY:js

cc Forrest Cooper ✓
C. H. Maison
S. H. Probert
A. F. Parson
J. C. Hiatt

RECEIVED
AUG 2 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—87,500—8-56—86888

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 19, 1958

Meacham-Glover Section
Grading Contract No. 4[illegible]6
SUBJECT: Claims by Rogers

To: Mr. Tom Edwards
Construction Engineer
Salem

Attention: Mr. L. H. Young

Herewith report with recommendations regarding Roger's Construction claims on subject project as submitted by Mr. Hiatt. This in answer to your letter of August 1st.

I concur with Mr. Hiatt's recommendations.

A. F. Parson
Division Engineer

AFP:wb
cc - J. C. Hiatt

CONSTRUCTION DIVISION
RECEIVED
AUG 20 1958
NOTED--☐☐☐☐☐
CE ACE ACE COE

FORM E-30X—37,500—8-56—96655

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 15, 1958

SUBJECT: Meacham-Glover Section
Grading Contract #4536

To:

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Following is my report and recommendation on the claims for extra work done on Contract #4536 by Rogers Construction, Inc.

Bill #1 - Extra work clearing detour roads . . . . $ 1,552.76
I recommend payment of this claim as submitted. The clearing work involved was for the construction of the westerly connection between the old highway and the Glover Overcrossing. This connection is approximately 1300 feet in length, is designated as the "T" line on subsequent plans for widening and paving, but was not shown on the plans for the initial contract.

Bill #2 - Additional labor expense on 120"
structural plate culvert 548.70
No part of this bill should be allowed. The contractor was required to tighten bolts on this assembly to resist a torque of 150 foot pounds. This is entirely within specs. as sound practice for pulling together plates of the size and gage of this structure. The matter was discussed at considerable length at the time, between you and myself, and referred to the Construction Engineer. He concurred with our requirement of 150 foot pounds torque.

Bill #3 - Extra clearing due to resetting of
stakes after clearing was done 9,984.00
Clearing stakes were set over the entire length of the project, between October 3 (the date of the letting) and October 13. These were set as usual, using location cross sections to determine the limits. Clearing work started October 14. The contractor was advised that any additional areas that might require clearing due to necessity of borrowing would be staked when necessary. These borrow

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 15, 1958

SUBJECT: Page 2
Letter to Mr. Parson cont.
Meacham-Glover Section
Grading Contract #4536

To:

areas were over sections which would be later occupied by the east bound lanes when four lane construction had been completed. Provision for this borrow was amply covered by typical sections on Page 2-A of the construction plans as labeled, "Grade to this line for side borrow (as directed)."

Two exceptions to this method of borrow occurred during the construction period. An area of .16 acres was cleared outside of the initial clearing and to the right of line between Stations 197+50 and 206, this to obtain some needed material by flattening the back slope. An area of .56 acres was cleared outside of the cut slopes to the left of line between Stations 258 and 262+50 in order to get suitable selected subgrade material required in the vicinity. This total of .72 acres is all that I could consider as extra clearing outside the normal limits required.

Considerable supervision by our engineering personnel was required during the clearing operations in trying to keep the clearing crews from pushing downed timber, from the cleared areas, into the adjacent dense growth. The clearing work was done by Murrey Brothers working for Rogers, but not under a subcontract. Considerable clean up work of this material, which had been pushed into the clearing fringe was done at a later date by Rogers personnel.

This is not a just claim, with the possible exception of the .72 acres.

FORM E-30X—27,500—8-56—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 15, 1958

SUBJECT: Page 3
Letter to Mr. Parson cont.
Meacham-Glover Section
Grading Contract #4536

To:

Bill #4 - Work performed with dragline digging ditch completely off job on state highway 53.76

This claim is for the construction of a drain ditch to carry the discharge from a railroad culvert to the right of Station 398. For this work the contractor was paid 94 cubic yards of drainage excavation under estimate #4, dated July 5, 1956. Final digure as shown on the semi-final estimate was 94.8 cubic yards at $3.00 for a total payment of $284.40.

J C Hiatt
J. C. Hiatt
Resident Engineer

JCH:hp

Salem, Oregon
August [illegible], 1938

Meacham-Olover Section
Old Oregon Trail Highway
Contract No. 4536

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Herewith copies of claims made by the Rogers Construction Company on the subject named job. The claims are four in number. On my recent trip over into your Division, I discussed these in some detail with Resident Engineer Hiatt; however, I wish a written report and recommendations concerning these claims.

Claim No. 3 seems to be one in which there is some doubt as to extra clearing done. I believe extra clearing should be considered that which is occasioned by the flattening of slopes, extra borrow areas, over that originally contemplated at the time the contract was let, or outside of clearing limits that were staked at the time the contract was let. If the clearing limits were defined subsequent to the letting of the contract a mistake in staking should certainly be rectified by payment to the contractor for the extra effort involved, but would still not indicate that he should be compensated for extra clearing as the General Provisions, under 2.1.3. state that all areas to be occupied by approaches, embankments, structures, and so forth, shall be cleared and a mistake in staking would not alter this.

Please report on this with your recommendations at your earliest convenience.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:je

Encl.

[illegible]

ROGERS CONSTRUCTION, INC.
General Road Contractors

[illegible]760 N. E. GLISAN STREET
PORTLAND 16, OREGON

July 15, 1958

Oregon State Highway Department
State Highway Building
Accounting Division
Salem, Oregon

Smith

Gentlemen:

With reference to our letter of April [illegible], 195[illegible], concerning Contract #45[illegible], we herewith enclose, in triplicate, itemized lists of additional claims that we have under this contract for work that we have done but for which we have not been compensated. These claims are as follows:

Bill #1 - Extra work clearing [illegible]	$ 1,[illegible]2.76
Bill #2 - Additional labor expense on [illegible] structural plate [illegible]	548.70
Bill #3 - Extra clearing due to resetting of stakes after clearing was done.	9,9[illegible]
Bill #4 - Work performed with [illegible] ditch completely off [illegible] state highway	[illegible].76
	$ 12,1[illegible]

We also ask that we be granted additional time to compute the re-measuring of the excavation quantities on this contract. We have been unable, until today, to obtain original cross section measurements from the Highway office to check our re-measurements. Further, excavation quantities on Contract #45[illegible] are allied with Contract #4969 which, [illegible] has not been finaled out. On the measurement and re-measurement [illegible] Contract #45[illegible], it was also necessary to include the re-measurement quantities [illegible] Contract #4969 since the two jobs are tied in together.

Your early consideration of these claims and the granting of additional time to compute the re-measuring of the excavation quantities on Contract #4536, will be greatly appreciated.

Yours very truly,

ROGERS CONSTRUCTION, INC.

Jack E. Copeland
Jack E. Copeland

JEC:c
Enclosures

ROGERS CONSTRUCT[illegible] INC
General Road [illegible]

[illegible] STREET
[illegible] OREGON

July 15, 1958

Oregon State Highway Commission
Salem, Oregon

Meacham-Oliver Section [illegible] Oregon Trail, S/C #4536
Extra Work - Clearing [illegible] Roads, Bill No. 1

1956	D8 Tractor w/Dozer Hours	D7 Tractor w/Dozer Hours	24" Chain Saws Hours	Saw Operators Hours	Laborers Hours	Foreman Hours	Dragline Operator Hours
May 23		9			9		
May 24		9			9		
May 25		9			9		
May 28	5	3			18		
May 29	4½	1	4½	4½	[illegible]		
May 31		2	5	5	18		
June 4		2	[illegible]	[illegible]			
June 6		8	4	4	[illegible]		
June 7		5	2	[illegible]	8		
June 8		4					
June 9			2	2	5		
June 10					8		
June 12	4						
July 3					9	2	
July 6					[illegible]		
July 16					[illegible]		9
July 17							
July 31	1					2	
TOTALS	14½	52	19½	[illegible]	[illegible]	4	9

Recap - Equipment:

D8 Tractor w/Dozer - 14½ hrs @ 16.20	234.90		
D7 Tractor w/Dozer - 52 hrs @ 13.35	694.20		
24" Power Saws - 19½ hrs @ 1.50	29.25	958.35	
Plus 5% Equipment Charges		47.92	1,006.27

Labor:

Saw Operators - 19½ hrs @ 2.60	50.70			
Laborers - 152 hr @ 2.25	342.00			
Foreman - 4 hrs @ 3.02½	12.10			
Dragline Operator - 9 hrs @ 2.90	26.10	430.90		
Social Security 2%		8.62		
State Unemployment 2.7%-.9% = 1.8%		7.76		
Federal Excise Tax .3%		1.29		
Industrial Insurance 3.8%-50% = 1.9%		8.19		
Health & Welfare - 184½ hrs @ .10		18.45	475.21	
Plus 15% Labor, Taxes & Insurance			71.28	546.49
TOTAL				1,552.76

ROGERS CONSTRUCTION, INC.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

July 15, 1958

Oregon State Highway Commission
Salem, Oregon

Meacham-Glover Section – Old Oregon Trail, S/C #4536
Bill No. 2

Extra Work: Additional labor [illegible] structural plate culvert. This work necessitated by Engineer [illegible] Hiatt's letter of June 20 1958, requesting [illegible] tightened to 150 lbs. [illegible] pounds not covered by [illegible] specifications.

4 laborers, 48 hrs each – 192 hrs @ 2.25	432.00	
Social Security – 2%	8.64	
State Unemployment [illegible] – 1.8%	7.78	
Federal Excise Tax .3%	1.30	
Industrial Insurance [illegible] – 1.9%	8.21	
Health & Welfare – 192 hrs @ .10	19.20	477.13
Plus 15% labor, Tax & Insurance		71.57
TOTAL		548.70

ROGERS CONSTRUCTION, INC.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

July 15, 1958

Oregon State Highway Commission
Salem, Oregon

Meacham-Dover Section - [illegible] Oregon Trail, [illegible]
Bill No. 2

Extra Work: Extra clearing due to [illegible] of stakes after clearing was done.

Sta. 145 to 260 - 5.5 acres
Sta. 30 to 145 - 5.78 acres
Sta. 958 to 973 - 1.2 acres

[illegible] per acre $ [illegible]

ROGERS CONSTRUCTION, INC.
General Road Contractors

[illegible]
[illegible]

July 1[illegible], 1958

Oregon State Highway Commission
Salem, Oregon

Meacham-Glover Section - [illegible] Oregon Trail, S/C #4536
[illegible] 4

Extra Work: Work performed with dragline digging ditch completely off job to state highway.

Dragline - 4 hrs @ 12.80 per hr	51.20
Plus 5% equipment charge	2.56
	53.76

FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 25, 1958

IN-FI-82(7)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4536 4536	17 Final	Rogers Construction, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8887	H210534	$ 25,381.59	4-25-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1956

Time Extensions: July 31, 1957

Completion Date: July 31, 1957

Date Accepted: Dec. 5, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Apr. 25, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 25 1958
GRW

NOTED ON CARD
OM

RECEIVED
JAN 8 - 1958
FOR FILING

JN. FI-6

Jan. 7, 1958

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Gentlemen:

State Highway Contract No. 4536 for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties was completed by the contractor, Rogers Construction, Inc., on July 31, 1957 and was formally accepted by the Highway Commission on Dec. 5, 1957.

Final payment in the amount of $25,381.59 will be released to the contractor on or after Jan. 17, 1958. The total contract amount is $847,085.11, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 11 1957
FOR FILING

[illegible]

[illegible]

Dec. 10, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., in connection with Contract No. 4536, for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties. This payment, in the amount of $15,342.57, will be released to the contractor on or after Dec. 20, 1957. The retained percentage is $25,413.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
DEC 11 1957
FOR FILING

[illegible]
4[illegible]

Dec. 10, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., in connection with Contract No. 4536, for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties. This payment, in the amount of $15,342.57, will be released to the contractor on or after Dec. 20, 1957. The retained percentage is $25,413.51.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

em

FORM 2-120

RECEIVED
SEP 16 1957
FOR FILING

[illegible]

4336

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
HERBERT COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

Sept. 16, 1957

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Sept. 12, 1957 had under discussion your request for an extension of time from Oct. 31, 1956 to July 31, 1957 within which to complete your contract No. 4536, for the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. F. Parson
John C. Hiatt

NOTED ON CARD

RECEIVED
SEP 4 - 1957
FOR FILING

September 4, 1957

Request for extension of time
No. 6
September 12 and 13 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the [illegible]-Glover Section, Contract No. 4536, from October 31, 1956 to July 31, 1957.

Extremely heavy snows in the construction area would not permit starting of the grading in the spring of 1956 until much later than normally would be anticipated. The contractor entered on the job as soon as physically possible to operate equipment and worked consistently during the workable time. This project was isolated from the existing road, and paving is not scheduled for contract until this fall. We have suffered no inconvenience or added expense because of the overrun, and I recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damages contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.
cc Mr. Tom Edwards

EAP:ob hi

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RECEIVED
AUG 23 1957

FOR FILING
IN-FT-62 (7)
4536

August 22, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

4536

Will you kindly concur in an extension of time on the Meacham-Glover Contract No. 4563, Oregon IN-FI-62 (7), from October 31, 1956 to July 31, 1957 to Rogers Construction Company, contractors.

Extremely heavy snows in the construction area would not permit starting of the grading in the spring of 1956 until much later than normally would be anticipated. The contractor entered on the job as soon as physically possible to operate equipment and worked consistently during the workable time. Since this project was isolated from the traveling public and the surfacing and paving is not scheduled for contract until this fall, we have suffered no inconvenience nor added expense because of the overrun. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
AUG 21 1957

FOR FILING

IN-FI-61(?)

4536

August 20, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction, Inc., a portion of the funds heretofore retained by the Commission on Contract No. 4536 for grading on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties.

This payment, in the amount of $53,146.58, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $24,939.00. The present payment will be released on or after August 30, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallott, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

em

RECEIVED
AUG 7 1957
FOR FILING

[illegible]

4536

August 6, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1957, on Contract No. 4536, Meacham-Glover Section in Umatilla and Union Counties, in connection with Federal Aid Project No. IH-FI-62 (7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCP:lmr

CC: Clarence C. Swanson

RECEIVED
AUG 7 1957
FOR FILING

4536

August 6, 1957

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1957, on Contract No. 4536, Meacham-Glover Section in Umatilla and Union Counties, in connection with Federal Aid Project No. I-FI-62 (7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DCPalmer

CC: Clarence C. Swanson

Form B-1—[illegible]

EGON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

IN-FI-62 (7)
4536

No. 72

For Week Ending August 3, 1957

Section Meacham - Glover

Kind of work Grading

Highway Old Oregon Trail

Section prefix 30-1046 IN-FI-62(7)

Contractor Rogers Construction, Inc.

Contract number 4536

Date of contract October 3, 1955

Date of completion October 31, 1956

Date work started October 14, 1955

Estimated date of completion July 31, 1957

Project authorization $ 1,017,878.63

Exclusive of Engineering $ 945,496.15

Per cent of time elapsed 169 %

Estimated cost of completed project, exclusive of engineering $ 882,353.40

Estimated per cent ~~overrun or~~ underrun 7.0 %

Per cent of contract completed, based on total contract price 92 %

Engineering authorization $ 72,382.48

Engineering cost to date $ 35,375.00, 49 %

Date project was completed July 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Struts were removed from the 120" Corr. Metal Pipe culvert at Sta. 394 this week. The only other work performed was finishing roadbed and slopes.

With the project completed on July 31, a three-man transit party worked on day on remeasure.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
AUG - 5 1957

NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Noted
M. N. Juve

Signed J. C. Hiatt by L. P. Drake, Jr.
L. P. Drake, Jr.

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.75				
Miles partially completed					
Miles completed	9.75				
Total estimated quantities (contract)	1,437,000 CY				
Total quantities corrected to date	1,285,000 CY				
Estimated quantities moved or placed to date	1,285,000 CY				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	3				
Average force on project for week	5				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Sultry, brief thundershowers P.M.		
Monday	Partly cloudy, brief showers +83°		
Tuesday	Mostly fair +86°		
Wednesday	Fair +79°		
Thursday	Fair +75°		
Friday	Fair +81°		
Saturday			

A

RECEIVED
NOV 19 1956
FOR FILING

IN-FI-62 (7)

4536

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

SUBJECT:

155 To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Reference is made to your Assignment No. 155 regarding extension of time on the Meacham-Glover Contract No. 4536. You requested that we secure Bureau concurrence on this request.

It has been the policy of the Bureau for the past several years to not grant concurrences in time extensions until the project is actually completed. For this reason we have been holding these extensions in the Construction office pending actual completion of the project. The fact that the request is on file in this office permits payment to the contractor and causes no inconvenience to the Department. With your permission, I will hold this request in our files until such time as the project is completed and then submit it to the Bureau for concurrence, and further submit to the Commission for their approval.

Tom Edwards
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

RECEIVED
NOV 19 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

File

ASSIGNMENT

Date: November 15, 1956 No. 155 By FC

Description: "Contractor's Request for Extension of Time to Complete Construction Contract" forms - Rogers Construction Co., Contract No. 4536, Meacham-Glover.

Acknowledged by____ Referred to Edwards

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

PLEASE RETURN TO
FORREST COOPER

Remarks: Please delete statement "Engineering costs be assessed the contractor after July 31, 1957" and substitute "Without Penalty". Please secure Bureau concurrence and give me suggested letter to Commission.

F.C.

Executed 11-19-56 Report Received________

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

lem, Oregon
mber 7th, 1956

SUBJECT: Meacham-Glover
Old Oregon Trail

uest for extension of time to complete
the Old Oregon Trail, Contract #4536.
ed to July 31st, 1957.

magnitude that a late spring in 1956 had
mpletion in the 1956 season. I recommend
ed with engineering penalty to be assessed
s the date the extension requests.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

See assignment No. 155 FC.

NOTED
FORREST COOPER

RECEIVE
NOV 8 1956
OFFICE OF
STATE HIGHWAY ENGINE

RECEIVED
NOV 13 1956
FOR FILING

File

IN-FI-62 (7)

4536

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7th, 1956

SUBJECT: Meacham-Glover
Old Oregon Trail

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I attach Rogers' request for extension of time to complete the Meacham-Glover Section of the Old Oregon Trail, Contract #4536. The extension has been requested to July 31st, 1957.

The job was of such magnitude that a late spring in 1956 had a great deal to do with non-completion in the 1956 season. I recommend the extension of time be granted with engineering penalty to be assessed after July 31st, 1957, which is the date the extension requests.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

See assignment No. 155 F.C.

NOTED
FORREST COOPER

RECEIVED
NOV 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

7

RECEIVED
SEP 6 1956
FOR FILING

IN-FI-62(7)

4536

September 4, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 1 covering state share of flagging costs on the Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties, Contract No. 4536, in connection with Federal Aid Project No. IN-FI-62(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:ia

Encl.

Form PR 2 (Revised 1950)

CPRB-2143

State OREGON

Project No. IN-FI-62(7)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of August, 1956,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of August, 1955, a program, which was approved on the 29th day of August, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of six hundred fifty eight thousand, nine hundred twenty seven and 00/100 dollars ($658,927.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 912+00 and 428+00, southeast of Meacham,

, length 9.728 miles, in Umatilla and Union Counties being Oregon project No. IN-FI-62(7) consisting of 9.728 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,* ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of six hundred fifty eight thousand, nine hundred twenty seven and 00/100 dollars ($ 658,927.00), which does not exceed the authorized Federal pro rata share of one million, twenty nine thousand, three hundred fifty nine and 10/100 dollars ($ 1,029,359.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. IN-FI-62(7)

MEACHAM-GLOVER SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 13, 1956

Type Code 0010
Roadway (Sta. 912+00 thru Equa. 1000+00 = 0+00 to Sta. 428+00)(Contract No. 4536)

All Required	Clearing and Grubbing		$125,000.00
1,100 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	3,300.00
1,437,000 cu. yds.	General Excavation, Unclassified	0.43	617,910.00
4,994,000 yd. sta.	Short Overhaul	0.005	24,970.00
99,000 C-yd. sta.	Long Overhaul	0.25	24,750.00
9.75 miles	Finishing Roadbed and Slopes	400.00	3,900.00
16,000 lin. ft.	Rounding Cutbanks	0.10	1,600.00
2,800 lin. ft.	18-inch Corrugated Metal Pipe	3.75	10,500.00
210 lin. ft.	18-inch Corrugated Metal Pipe, 14 Gage	4.00	840.00
1,200 lin. ft.	24-inch Corrugated Metal Pipe	5.50	6,600.00
240 lin. ft.	24-inch Corrugated Metal Pipe, 12 Gage	5.75	1,380.00
200 lin. ft.	30-inch Corrugated Metal Pipe	7.25	1,450.00
170 lin. ft.	36-inch Corrugated Metal Pipe, 10 Gage	14.00	2,380.00
180 lin. ft.	42-inch Corrugated Metal Pipe, 10 Gage	15.25	2,745.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage	22.00	5,060.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 10 Gage	20.00	4,600.00
100 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	12.00	1,200.00
130 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	26.00	3,380.00
360 lin. ft.	120-inch Structural Plate Pipe	90.00	32,400.00
660 lin. ft.	1½-inch Galvanized Water Pipe	0.60	396.00
2 only	42-inch Metal End Sections, Coated	160.00	320.00
2 only	43-inch Arch Type Metal End Section, Coated	90.00	180.00
2 only	65-inch Arch Type Metal End Section, Coated	200.00	400.00
340 cu. yds.	Class "A" Concrete	55.00	18,700.00
60,000 lbs.	Metal Reinforcement	0.15	9,000.00
8 only	12' x 50" Metal Gates	40.00	320.00
			$903,281.00
All Required	Flagging (57½% of Contractors Cost)		1,500.00
All Required	Revise Bonneville Power Line		31,000.00
		Subtotal	$935,781.00
		10% Engr. & Cont.	93,578.10
		Total	$1,029,359.10

Length of Roadway	9.728 miles
Length of Structure	0.045 mile (Exception)
Total Length	9.773 miles
Cost of Roadway per mile	$105,814.05

Federal Funds- -	$ 658,927.00
State Funds- -	370,432.10
	$1,029,359.10

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Class of Funds	**Total Cost**	**Federal Funds**
Interstate Funds	$ 518,735.00	$357,927.00
Primary Funds	510,624.10	301,000.00
	$1,029,359.10	$658,927.00

Oregon State Highway Department

Federal Aid Project
No. IN-FI-62(7)

MEACHAM-GLOVER SECTION OF THE OLD OREGON TRAIL HIGHWAY

IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1955

Type Code 0010
Roadway (Sta. 212+00 Thru Equa. 1000+00=0+00 to Sta. 428+00)

All Required	Clearing and Grubbing	$	$ 65,000.00
1,100 cu. yds.	Drainage Excavation, Unclassified	2.50	2,750.00
1,437,000 cu. yds.	General Excavation, Unclassified	0.53	761,610.00
4,994,000 yd. sta.	Short Overhaul	0.01	49,940.00
99,000 C-yd.sta.	Long Overhaul	0.35	34,650.00
9.75 miles	Finishing Roadbed and Slopes	800.00	7,800.00
16,000 lin. ft.	Rounding Cutbanks	0.15	2,400.00
2,800 lin. ft.	18-inch Corrugated Metal Pipe	4.00	11,200.00
210 lin. ft.	18-inch Corrugated Metal Pipe, 14 Gauge	4.50	945.00
1,200 lin. ft.	24-inch Corrugated Metal Pipe	6.00	7,200.00
240 lin. ft.	24-inch Corrugated Metal Pipe, 12 Gauge	7.00	1,680.00
200 lin. ft.	30-inch Corrugated Metal Pipe	8.00	1,600.00
170 lin. ft.	36-inch Corrugated Metal Pipe, 10 Gauge	15.00	2,550.00
180 lin. ft.	42-inch Corrugated Metal Pipe, 10 Gauge	18.00	3,240.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 8 Gauge	22.00	5,060.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 10 Gauge	18.00	4,140.00
100 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	20.00	2,000.00
130 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	25.00	3,250.00
360 lin. ft.	120-inch Structural Plate Pipe	100.00	36,000.00
660 lin. ft.	1¼-inch Galvanized Water Pipe	0.75	495.00
2 only	42-inch Metal End Sections, Coated	100.00	200.00
2 only	43-inch Arch Type Metal End Sections, Coated	100.00	200.00
2 only	65-inch Arch Type Metal End Sections, Coated	180.00	360.00
340 cu. yds.	Class "A" Concrete	55.00	18,700.00
60,000 lbs.	Metal Reinforcement	0.14	8,400.00
8 only	12'x50" Metal Gates	55.00	440.00
			$1,031,810.00
All Required	Flagging (57½% of Contractor's Cost)		1,500.00
All Required	Revise Bonneville Power Line		31,000.00
All Required	Revise Salt Lake Pipe Line		75,000.00
	Subtotal		$1,139,310.00
	10% Engr. & Cont.		113,931.00
	Total		$1,253,241.00

Length of Roadway 9.711 Miles
Length of Structure 0.062 Miles (Exception)
Total Length 9.773 Miles
Cost of Roadway Per Mile $129,053.75

Federal Funds..	$ 792,000.00
State Funds..	461,241.00
	$1,253,241.00

[illegible]

Class of Funds	Total Cost	Federal Funds	Length-Miles
Interstate Funds	$ 476,000.00	$328,000.00	3.688
Primary Funds	777,241.00	464,000.00	6.023
	$1,253,241.00	$792,000.00	9.711

[illegible]

ESTIMATE OF COST

FOR MOVING AND REESTABLISHING SALT LAKE PIPE LINE COMPANY'S FACILITIES ON THE MEACHAM-GLOVER SECTION

Project No. IN-FI-67 (5)

(Work to be performed by Salt Lake Pipe Line's Forces)

8 5/8" OD x .250" wall, Grade X-46 pipe 22.4 #l ft. with P-2A Plant Wrap Coating	$ 23,800
12 3/4" OD x .219" wall, Grade A pipe 29.28 #l ft. (Casing for future crossing not included)	2,200
Water for pumping into line to facilitate draining and purging line, etc.	750
Additional Electric Power Demand at Booster Stations	1,000
Clear Right of Way, Ditch, Lay Pipe Backfill and Cleanup for 8,900 l.f. of 8" pipe and required casings	60,000
Casing Insulators, welding, etc. and miscellaneous materials	2,550
Engineering and supervision	2,750
5% Contingencies	4,900
	$ 97,950
Less credit for reclaimed pipe	7,050
Total	$ 90,900

Note: Above amount of $90,900 covers six crossings on Project No. IN-FI-67(5) and two crossings on adjacent section of highway.

Estimated cost of work to be performed on Project No. IN-FI-67(5) at 75%	$ 68,175
	(Use $ 68,000)

Oregon State Highway Department

Federal Aid Project
No. IN-FI-62(7)

MEACHAM-GLOVER SECTION OF THE OLD
OREGON TRAIL HIGHWAY IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1955

Type Code 0010
Roadway (Sta. 212+00 Thru Equa. 1000+00=0+00 to Sta. 428+00)

All Required	Clearing and Grubbing	$	$ 65,000.00
1,100 cu.yds.	Drainage Excavation, Unclassified	2.50	2,750.00
1,437,000 cu.yds.	General Excavation, Unclassified	0.53	761,610.00
4,994,000 yd.sta.	Short Overhaul	0.01	49,940.00
99,000 C-yd.sta.	Long Overhaul	0.35	34,650.00
9.75 miles	Finishing Roadbed and Slopes	800.00	7,800.00
16,000 lin.ft.	Rounding Cutbanks	0.15	2,400.00
2,800 lin.ft.	18-inch Corrugated Metal Pipe	4.00	11,200.00
210 lin.ft.	18-inch Corrugated Metal Pipe, 14 ga.	4.50	945.00
1,200 lin.ft.	24-inch Corrugated Metal Pipe,	6.00	7,200.00
240 lin.ft.	24-inch Corrugated Metal Pipe, 12 ga.	7.00	1,680.00
200 lin.ft.	30-inch Corrugated Metal Pipe	8.00	1,600.00
170 lin.ft.	36-inch Corrugated Metal Pipe, 10 ga.	15.00	2,550.00
180 lin.ft.	42-inch Corrugated Metal Pipe, 10 ga.	18.00	3,240.00
230 lin.ft.	48-inch Corrugated Metal Pipe, 8 ga.	22.00	5,060.00
230 lin.ft.	48-inch Corrugated Metal Pipe, 10 ga.	18.00	4,140.00
100 lin.ft.	43-inch Arch Type Corr. Metal Pipe	20.00	2,000.00
130 lin.ft.	65-inch Arch Type Corr. Metal Pipe	25.00	3,250.00
360 lin.ft.	120-inch Structural Plate Pipe	100.00	36,000.00
660 lin.ft.	1½-inch Galvanized Water Pipe	0.75	495.00
2 only	42-inch Metal End Sections, Coated	100.00	200.00
2 only	43-inch Arch Type Metal End Sections, Coated	100.00	200.00
2 only	65-inch Arch Type Metal End Sections, Coated	180.00	360.00
340 cu.yds.	Class "A" Concrete	55.00	18,700.00
60,000 lbs.	Metal Reinforcement	0.14	8,400.00
8 only	12' x 50" Metal Gates	55.00	440.00
			$1,031,810.00
All Required	Flagging (57½% of Contractor's Cost)		1,500.00
All Required	Revise Bonneville Power Line		31,000.00
~~All Required~~	~~Revise Salt Lake Pipe Line~~		~~68,000.00~~
	Subtotal		$1,132,310.00
	10% Engr. & Cont.		113,231.00
	Total		$1,245,541.00

Length of Roadway	9.728 Miles
Length of Structure	0.045 Mile (Exception)
Total Length	9.773 Miles
Cost of Roadway Per Mile	$128,036.69

Federal Funds..	$ 792,000.00
State Funds..	453,541.00
	$1,245,541.00

Class of Funds	Total Cost	Federal Funds	Length-Miles
Interstate Funds	$ 430,000.00	$297,000.00	3.358
Primary Funds	815,463.00	495,000.00	6.370
	$1,245,541.00	$792,000.00	9.728

Federal Funds..	$ 792,000.00
State Funds..	453,541.00
	$1,245,541.00

Class of Funds	Total Cost		Federal Funds	Length-Miles	
Interstate Funds	$ ~~467,078.00~~	430000	$297,000.00	~~3.648~~	3.358
Primary Funds	~~778,463.00~~	815 465	495,000.00	~~6.080~~	6.370
	$1,245,541.00		$792,000.00	~~9.728~~	9.728

Federal Funds.. $ 792,000.00

State Funds.. 453,541.00

$1,245,541.00

Class of Funds	Total Cost		Federal Funds		Length-Miles	
Interstate Funds	~~$ 476,000.00~~	467,078.00	~~$328,000.00~~	297,000	~~3.718~~	3.648
Primary Funds	769,541.00	778,463.00	~~464,000.00~~	495,000	~~6.010~~	6.080
	$1,245,541.00		$792,000.00		9.728	

Oregon State Highway Department

Federal Aid Project
No. IN_FI-62(7)

MEACHAM-GLOVER SECTION
OF THE OLD OREGON TRAIL HIGHWAY
IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 0010
Roadway (Sta. 912+00 thru Equa. 1000+00=0+00 to Sta. 428+00)

All Required	Clearing and Grubbing		$ 65,000.00
1,100 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	2,750.00
1,437,000 cu. yds.	General Excavation, Unclassified	0.53	761,610.00
4,994,000 yd. sta.	Short Overhaul	0.01	49,940.00
99,000 C-yd. sta.	Long Overhaul	0.35	34,650.00
9.75 miles	Finishing Roadbed and Slopes	800.00	7,800.00
16,000 lin. ft.	Rounding Cutbanks	0.15	2,400.00
2,800 lin. ft.	18-inch Corrugated Metal Pipe	4.00	11,200.00
210 lin. ft.	18-inch Corrugated Metal Pipe, 14 gauge	4.50	945.00
1,200 lin. ft.	24-inch Corrugated Metal Pipe	6.00	7,200.00
240 lin. ft.	24-inch Corrugated Metal Pipe, 12 gauge	7.00	1,680.00
200 lin. ft.	30-inch Corrugated Metal Pipe	8.00	1,600.00
170 lin. ft.	36-inch Corrugated Metal Pipe, 10 gauge	15.00	2,550.00
180 lin. ft.	42-inch Corrugated Metal Pipe, 10 gauge	18.00	3,240.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 8 gauge	22.00	5,060.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 10 gauge	18.00	4,140.00
100 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	20.00	2,000.00
130 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	25.00	3,250.00
360 lin. ft.	120-inch Structural Plate Pipe	100.00	36,000.00
660 lin. ft.	1½-inch Galvanized Water Pipe	0.75	495.00
2 only	42-inch Metal End Section, Coated	100.00	200.00
2 only	43-inch Arch Type Metal End Sections, Coated	100.00	200.00
2 only	65-inch Arch Type Metal End Sections, Coated	180.00	360.00
340 cu. yds.	Class "A" Concrete	55.00	18,700.00
60,000 lbs.	Metal Reinforcement	0.14	8,400.00
8 only	12' x 50" Metal Gates	55.00	440.00
			$1,031,810.00
All Required	Flagging (57½% of Contractor's Cost		1,500.00
All Required	Revise Bonneville Power Line		31,000.00
		Subtotal	$1,064,310.00
		10% Engr. & Cont.	106,431.00
			$1,170,741.00

Length of Roadway	9.728 miles
Length of Structure	0.045 mile (Exception)
Total Length	9.773 miles
Cost of Roadway per mile	$120,347.55

Federal Funds- -	$ 756,000.00
State Funds- -	414,741.00
	$1,170,741.00

Class of Funds	Total Cost	Federal Funds	Length Miles
Interstate Funds	$ 430,000.00	$297,000.00	3.573
Primary Funds	740,741.00	459,000.00	6.155
	$1,170,741.00	$756,000.00	9.728

Oregon State Highway Department

Federal Aid Project
No. IN-FI-62(7)

MEACHAM-GLOVER SECTION
OF THE OLD OREGON TRAIL HIGHWAY
IN UMATILLA AND UNION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 0010
Roadway (Sta. 912+00 thru Equa. 1000+00=0+00 to Sta. 428+00)

All Required	Clearing and Grubbing		$ 65,000.00
1,100 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	2,750.00
1,437,000 cu. yds.	General Excavation, Unclassified	0.53	761,610.00
4,994,000 yd. sta.	Short Overhaul	0.01	49,940.00
99,000 C-yd. sta.	Long Overhaul	0.35	34,650.00
9.75 miles	Finishing Roadbed and Slopes	800.00	7,800.00
16,000 lin. ft.	Rounding Cutbanks	0.15	2,400.00
2,800 lin. ft.	18-inch Corrugated Metal Pipe	4.00	11,200.00
210 lin. ft.	18-inch Corrugated Metal Pipe, 14 gauge	4.50	945.00
1,200 lin. ft.	24-inch Corrugated Metal Pipe	6.00	7,200.00
240 lin. ft.	24-inch Corrugated Metal Pipe, 12 gauge	7.00	1,680.00
200 lin. ft.	30-inch Corrugated Metal Pipe	8.00	1,600.00
170 lin. ft.	36-inch Corrugated Metal Pipe, 10 gauge	15.00	2,550.00
180 lin. ft.	42-inch Corrugated Metal Pipe, 10 gauge	18.00	3,240.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 8 gauge	22.00	5,060.00
230 lin. ft.	48-inch Corrugated Metal Pipe, 10 gauge	18.00	4,140.00
100 lin. ft.	43-inch Arch Type Corrugated Metal Pipe	20.00	2,000.00
130 lin. ft.	65-inch Arch Type Corrugated Metal Pipe	25.00	3,250.00
360 lin. ft.	120-inch Structural Plate Pipe	100.00	36,000.00
660 lin. ft.	1¼-inch Galvanized Water Pipe	0.75	495.00
2 only	42-inch Metal End Section, Coated	100.00	200.00
2 only	43-inch Arch Type Metal End Sections, Coated	100.00	200.00
2 only	65-inch Arch Type Metal End Sections, Coated	180.00	360.00
340 cu. yds.	Class "A" Concrete	55.00	18,700.00
60,000 lbs.	Metal Reinforcement	0.14	8,400.00
8 only	12' x 50" Metal Gates	55.00	440.00
			$1,031,810.00
All Required	Flagging (57½% of Contractor's Cost)		1,500.00
All Required	Revise Bonneville Power Line		31,000.00
	Subtotal		$1,064,310.00
	10% Engr. & Cont		106,431.00
			$1,170,741.00

Length of Roadway 9.728 miles
Length of Structure 0.045 mile (Exception)
Total Length 9.773 miles
Cost of Roadway per mile ~~$128,036.69~~ 120,347.55

Federal Funds	~~$ 792,000.00~~	756,000.00
State Funds	~~453,541.00~~	414,741.00
	$1,170,741.00	

FORM B-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 8 1956
FOR FILING

10-11 62(7)
4521

February 8, 1956

NOTED
W. C. WILLIAMS

Salt Lake Pipe Line Company
P. O. Box 117
Salt Lake City, Utah

Gentlemen:

Enclosed herewith, our voucher in the amount of $64,445.14, representing partial payment for relocating your pipe lines between Hilgard and Meacham, Oregon.

In accordance with our usual procedure, we have retained ten per cent until we receive your final billing.

The supporting data attached to your invoice appears to be in order with the exception of your receipt No. 43, which I believe is a duplication of receipt No. 42. If this is so, it can be adjusted in your final billing.

Will you kindly certify the voucher and return it to this office for payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C.H. Maison
C. H. Maison
Auditor

CHM:cg

Enclosure

cc: W. C. Williams
R. L. Porter

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P O BOX 898
LA GRANDE, OREGON

5

RECEIVED
NOV 29 1955
FOR FILING

IN-F1-6-2(7)

4536

11-2

November 23, 1955

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Baldock,

You wrote under date of November 21st concerning the three and four lanes on certain new construction in this area.

The reason why people in this area are so interested is due to the fact that considerable confusion was originally encountered on the new Cabbage Hill section. Since the no passing lines were changed though I have not heard any criticism.

Of course what we are all interested in is the construction of highways in such a manner that it will meet the requirements for many years to come and so if we are to forego the divided four lane highways for any long period of time, then more concern should be shown towards the three lanes that we now have and are constructing on some of these highways.

Sincerely yours,

Chas H Reynolds
Commissioner

CHR:rn

REFERRED TO
Williams
By State Highway Engineer

No reply required

RECEIVED
NOV 22 1955
FOR FILING

IN-F1-4 [illegible]

45[illegible]

November 21, 1955

Mr. Chas. H. Reynolds
State Highway Commissioner
Post Office Box 898
La Grande, Oregon

Dear Mr. Reynolds:

In your letter of October 19 addressed to Mr. Williams you discussed the matter of substituting four lanes of traffic where we had proposed three lanes on the Glover-Meacham Section of US30.

The three lanes, of course, are designed solely on the basis that one is a climbing lane for slow-moving traffic. The only objections in the past to climbing lanes have been where sight distance was restricted to the extent that we had to paint a barrier stripe to prevent passing; and, where this extends over a considerable distance, it is aggravating and bothersome to traffic.

This condition is nowise existent on the Meacham-Glover Section, for the following reasons:

1. There are only two climbing-lane sections on the project.
2. The climbing lane for eastbound traffic, which ascends to the summit from the Meacham side, is approximately two miles in length, and all of this section is on a tangent with no restriction of sight distance of any manner.
3. The climbing lane starting near Glover and extending toward Meacham for westbound traffic is approximately 1.8 miles in length, and all of this section except less than one-half mile on the easterly end is on a tangent, again with no restriction of sight distance.

From the above it would not appear at all warranted to construct four lanes of traffic on these sections, which would be lost when the ultimate divided four-lane highway is constructed. With the elimination of sight distance restriction I am certain that the climbing-lane sections will work admirably.

In this connection we are making a further study of the Olds Ferry-Ontario Section, and we find on this section that there are only a few cases where sight distance is so restricted as to require the painting of a "no passing" barrier. We are making a further study as to possibility of four-laning these few short sections on the Olds Ferry-Ontario Section to eliminate painting of any passing barriers on that project. We will report to you on this matter as soon as more information is at hand.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson

WCW:me 1g

FORM 230—30M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
November 7, 1955

SUBJECT:

To: Memo to Mr. W. C. Williams

I am returning herewith Mr. Reynolds' letter of October 19, in which he requests information regarding the cost of four-laning a portion of the Meacham-Glover Section

I wish to report that we have estimates on this work now. They are as follows:

> The cost estimate for four-laning this section through those areas which are presently planned to be three-lane is as follows:
>
> The four-laning to be done on an interstate standard of 8-12-12-6-12-12-8 -- Grading, $55,400.; Surfacing, $103,360.; for an additional total cost of $158,760.
>
> The cost estimate for four-laning the section now being graded:
>
> The four lanes to be in lieu of the present three-lane portions to a 4-11-11-2-11-11-4 standard is as follows: -- Grading, $15,000; Surfacing, $36,430. with a total additional cost of $51,430.

The grading items noted above are the additional costs that we would have on the present grading contract. The additional surfacing costs would be in the future surfacing contract.

This job is being staked at the present time. An early decision on the widening would be very helpful in staking the job.

Information coming in to us from Division 5 indicates that the three-lane section on Cabbage Hill is now working in very good shape. In view of this, I recommend against the four-laning here under discussion.

I am also attaching hereto copies of more complete estimates on the various proposals which we have worked up.

L. H. Young

LHY:dt
Attach.

L. H. Young
Ass't. Construction Engineer

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W. C. WILLIAMS

Salem, Oregon
November 7, 1955

SUBJECT:

To: Memo to Mr. W. C. Williams

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>
> > The four lanes to be in lieu of the present three-lane portions to a 4-11-11-2-11-11-4 standard is as follows: -- Grading, $15,000; Surfacing, $36,430. with a total additional cost of $51,430.

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I am also attaching hereto copies of more complete estimates on the various proposals which we have worked up.

L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY:dt
Attach.

REFERRED
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER

Please give me data as soon as available.
WCW

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

IGHWAY COMMISSION
HAS. H. REYNOLDS
O. BOX 898
ANDE, OREGON

tober 19, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Dutch,

Sometime ago we discussed the grades on the new project from Glover to Meacham and the possibility of 4 lanes in lieu of the designed 3.

In talking to Jack Hiatt he advises that instructions have been received to submit information with reference to the possibility of 4 lanes at least a portion of this new route.

I sincerely am not qualified and do not intend to give any engineering advise but it does seem as though this would be the time to give consideration to 4 lanes on this particular project. It is hoped that the cost will not be accessive and it may be feasible to include it in the present contract.

Sincerely,
Chas.
Commissioner

CHR:rn

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

7

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

October 19, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Dutch,

Sometime ago we discussed the grades on the new project from Glover to Meacham and the possibility of 4 lanes in lieu of the designed 3.

In talking to Jack Hiatt he advises that instructions have been received to submit information with reference to the possibility of 4 lanes at least a portion of this new route.

I sincerely am not qualified and do not intend to give any engineering advise but it does seem as though this would be the time to give consideration to 4 lanes on this particular project. It is hoped that the cost will not be accessive and it may be feasible to include it in the present contract.

Sincerely,
Chas.
Commissioner

CHR:rn

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

Meacham - Glover Section
Summary

Cost Estimate for Surfacing Grading Contract:
$632,075.00

Cost Estimate for 4 Laning the Sections now being Graded for 3 Lanes to a 8-12-12-6-12-12-8 Section:

Grading	$55,400.00
Surfacing	103,360.00
	$158,760.00 ←
+ Surfacing Present Contract	632,075.00
	$790,835.00 ←

Cost Estimate for 4 Laning the Section now being Graded for 3 Lanes to a 4-11-11-2-11-11-4 Section

Grading	$15,000.00
Surfacing	36,430.00
	$51,430.00 ←
+ Surfacing Present Contract	632,075.00
	$683,505.00 ←

Cost Estimate for Grading to a 4 Lane Section Entire Project to a 8-12-12-6-12-12-8 Section (9.75 Mi.)

Grading	$144,600.00
Surfacing	973,535.00
	$1,128,135.00 ←

cc: Mr. Robert L. May, Jr.

Cost Estimate for Grading to 4 Lane Section for Entire Project
4-11-11-2-11-11-4 Section

Grading*	$ 56,250.00
Surfacing	805,775.00
	$ 862,025.00 ←

* Assuming $1,514,600 Grading Estimate for 8-12-12-6-12-12-8)

Guard Rail, Sight Post and Fencing Same for all Estimates

Metal Guard Rail		53,750.00
Metal Sight Posts		660.00
Fencing		41,940.00
		96,350.00
	+12½%	12,050.00
		$108,400.00 ←

file

RECEIVED
NOV 23 1955
FOR FILING

IN-FI-[illegible]
45[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 18, 1955

SUBJECT: File No. 22795
Moving Telephone Lines
Meacham-Glover Section
Old Oregon Trail
Umatilla and Union Counties

To: Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

Herewith I return to you the following items:

(a) Letter from L. H. Young, Assistant Construction Engineer, to you under date of November 10, 1955.

(b) Copies of order for State Force Work, covering relocation and rebuilding of telephone transmission lines. The amount of the order is $8,000, of which amount 30% is to be paid by the Telephone Company.

(c) Copy of permit from the Forest Service to the Pacific Telephone and Telegraph Company, executed March 1, 1950, and

(d) Copy of agreement between the Forest Service and the Pacific Telephone and Telegraph Company, effective August 28, 1944.

The highway right of way is covered by Special Use Permit from the Forest Service which recites that it is "subject to all valid claims". From examination of the various instruments, it is apparent the Telephone Company had an easement on Forest lands which is senior to the Special Use Permit granted to the State.

It, therefore, is my opinion that the Highway Commission is obligated to make reimbursement for the relocation of such lines, necessary to be moved, as had been located on Forest lands outside of the boundary of the previous highway right of way. It is stated in the order for State Force Work that the lines within the highway right of way were established under a permit granted the Telephone Company, which must mean a permit granted by the Highway Commission. The State, of course, is under no obligation to make reimbursement for the moving of this portion of the telephone lines.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:RM
ENCL.
cc: Mr. Robert L. May, Jr.

RECEIVED
NOV 23 1955
FOR FILING

M. 1 1-62 (7)
45-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

PLEASE RETURN TO
W. C. WILLIAMS

I am submitting herewith Order for State Force Work for ~~re-~~ moving of telephone lines along the Meacham-Glover Section, Contract #4536. Attached to this order you will find a copy of a permit and copy of an agreement between the telephone company and the Forest Service, it being mostly Forest Service lands that this order covers.

A search of this permit and agreement does not indicate that they are obligated to move the lines at their own cost by reason of highway construction. I do believe that it would be in order for our department along with the Bureau of Public Roads to contact the Forest Service and see in future permits of this nature that this be made one of the conditions of the permit; however, in this case I think we are stuck for paying for the moving of these lines and recommend your approval of the Order for State Force Work.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY:AR
Enc. 3

RECEIVED
NOV 10 1955
FOR FILING
1N-F1-62(?)
4536

November 9, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4536, which was awarded to you by the State Highway Commission, for grading on the Meacham-Glover Section of the Old Oregon Trail in Umatilla and Union Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 24 1955
FOR FILING

I x FI-62 (7)
4536

L191

October 24, 1955

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

I attach hereto a map (scale 1" to 1,675') and a profile of the Meacham-Glover project, as requested in your letter of October 17.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

ASSIGNMENT

Date: **October 20, 1955** No. 6146 By ww

Description: **Letter of October 17 by Chas. Reynolds stating he would like a sketch map of the Meacham-Glover project dated June 1954 and a scale of 1 inch to 1.675 feet.**

Acknowledged by_____ Referred to **Cooper**

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

Remarks: **Please furnish map and profile.**

WCW

PLEASE RETURN TO
W. C. WILLIAMS

10-20
2 copies of each
attached

Executed 10-20-55 Report Received____________

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

IGHWAY COMMISSION
HAS. H. REYNOLDS
). BOX 898
NDE, OREGON

:ober 17, 1955

NOTED
W. C. WILLIAMS

ommission

PLEASE RETURN TO
W. C. WILLIAMS

and records I would like
f the Meacham-Glover
June 1954 and a scale of
. Likewise I would like
the same project.

Very truly yours,

Chas.
Commissioner

CHR:rn

REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare
the map.

COMMISSIONERS
EN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

October 17, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sam,

PLEASE RETURN TO
W. C. WILLIAMS

For my own information and records I would like to have a sketch map of the Meacham-Glover Project which is dated June 1954 and a scale of one inch to 1.675 feet. Likewise I would like to have the profile of the same project.

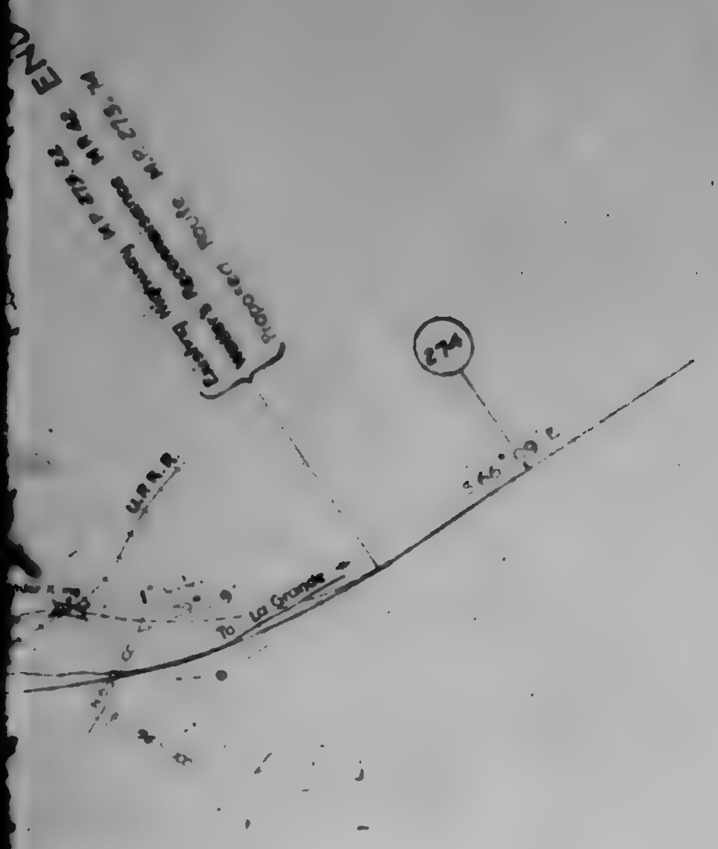
Very truly yours,

Chas.
Commissioner

CHR:rn

REFERRED TO
Mr. Williams
By State Highway Engineer

Please prepare
the map.



Oregon State Highway Department

OLD OREGON TRAIL HIGHWAY

UMATILLA & UNION COUNTIES

MEACHAM – GLOVER SECTION

SKETCH MAP

PROPOSED LOCATED LINE

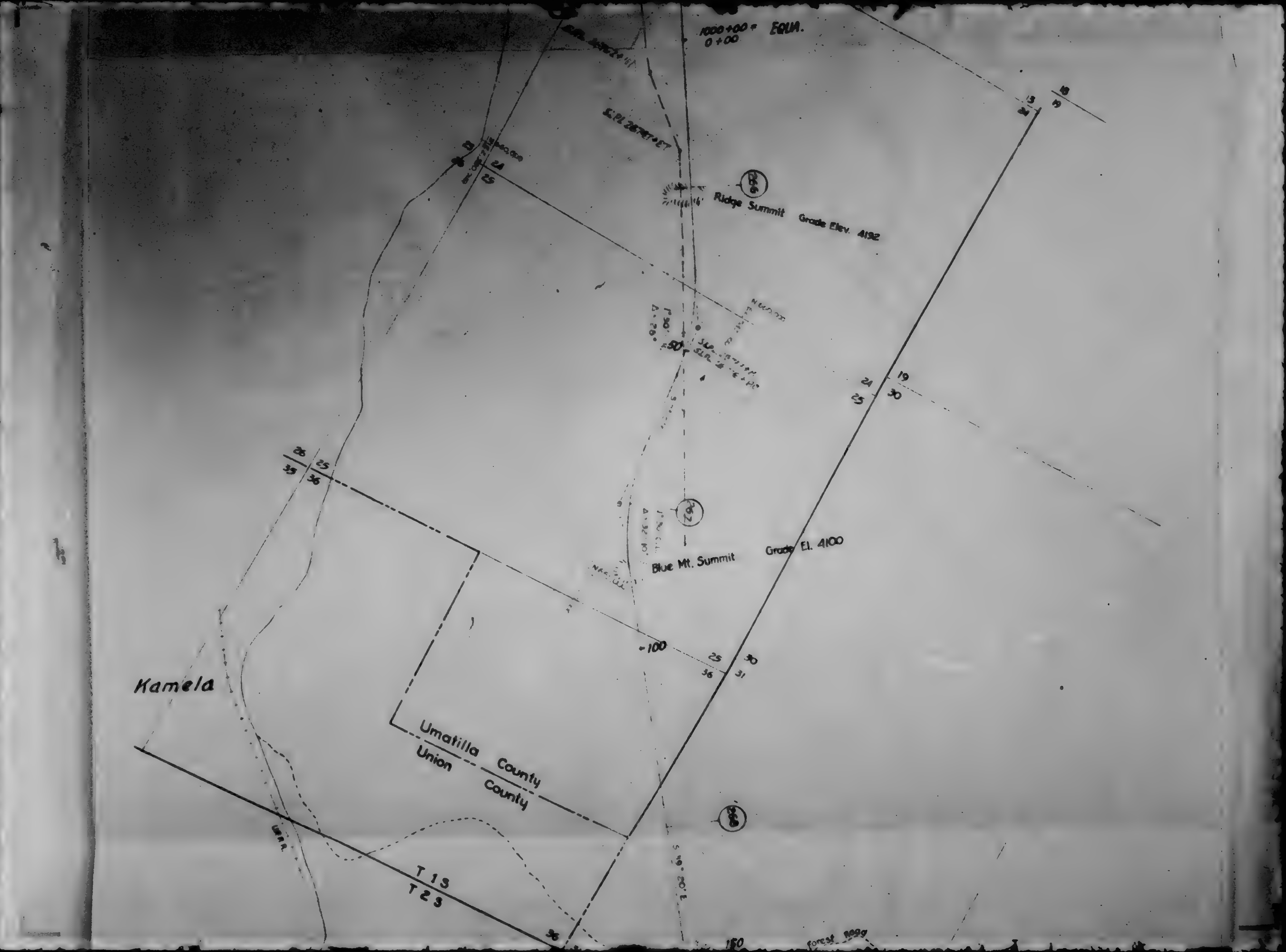
M.P. 263.86 to M.P. 273.74

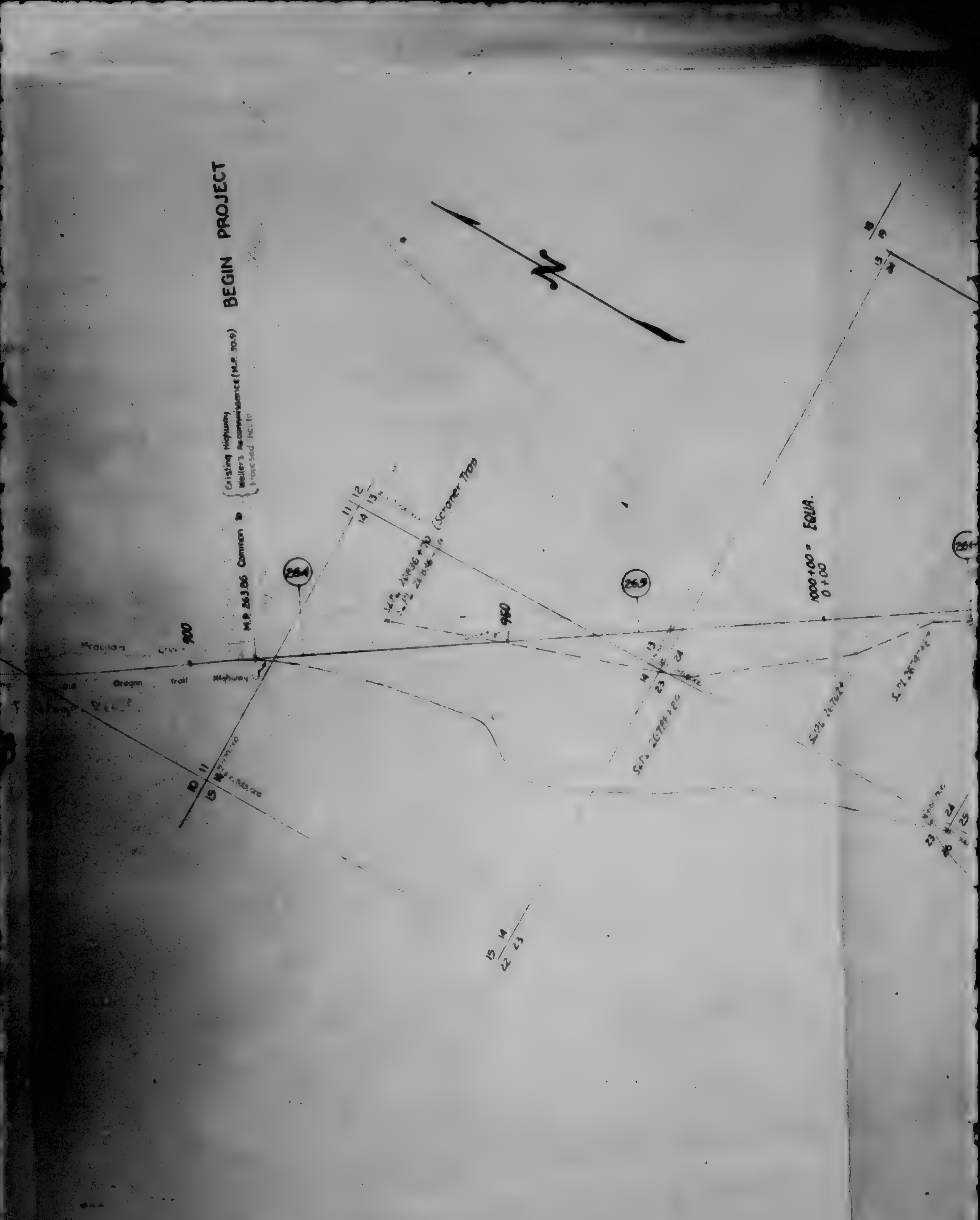
Scale: 1" = 1,675' 001366

J.C. Hiatt, Resident Engineer June, 1954

END PROJECT
U.P.R.R.
271
272
273
300
350
400
S 32° 11' E
Δ=15°
S 76° 40' E
Saddle Grade Elev. 3886
Waller's Recomm.
GLOVER O-Xing
17 16
20 21
16 15
21 22
17 16
7
17

268
269
270
150
200
250
S 39° 30' E
0° 30' C.R.
Δ = 11° 40'
S 27° 40' E
Δ = 4° 38'
S 32° 11' E
SLPL 2689+39
Old Kanab to Emily Forest Road
SLPL 2681+20
SLPL 2689+01
SLPL 2653+00
SLPL 2656+
SLPL 2678+
31
32
6
5
36
1
7
12
R 36 E. WM
R 35 E. WM


1000+00 = EQUA.
0+00
18
19
13
24
266
Ridge Summit
Grade Elev. 4192
1°30'
Δ = 28°
50
24
19
25
30
262
1°30' C.C.
Δ = 32° 10'
Blue Mt. Summit
Grade El. 4100
26
25
35
36
100
25
30
36
31
Kamela
Umatilla County
Union County
268
U.P.R.R.
T 1 S
T 2 S
36
S 49° 20' E
150
Forest Bdry


BEGIN PROJECT
N
M.P. 263.06 Common to
Existing Highway
Walter's Reconnaissance (M.P. 30.9)
Proposed Route
264
265
900
950
1000+00 = EQUA.
0+00
Old Oregon Trail Highway
(Scroner Trap
11
12
13
14
13
14
23
24
10
11
15
23
24
25
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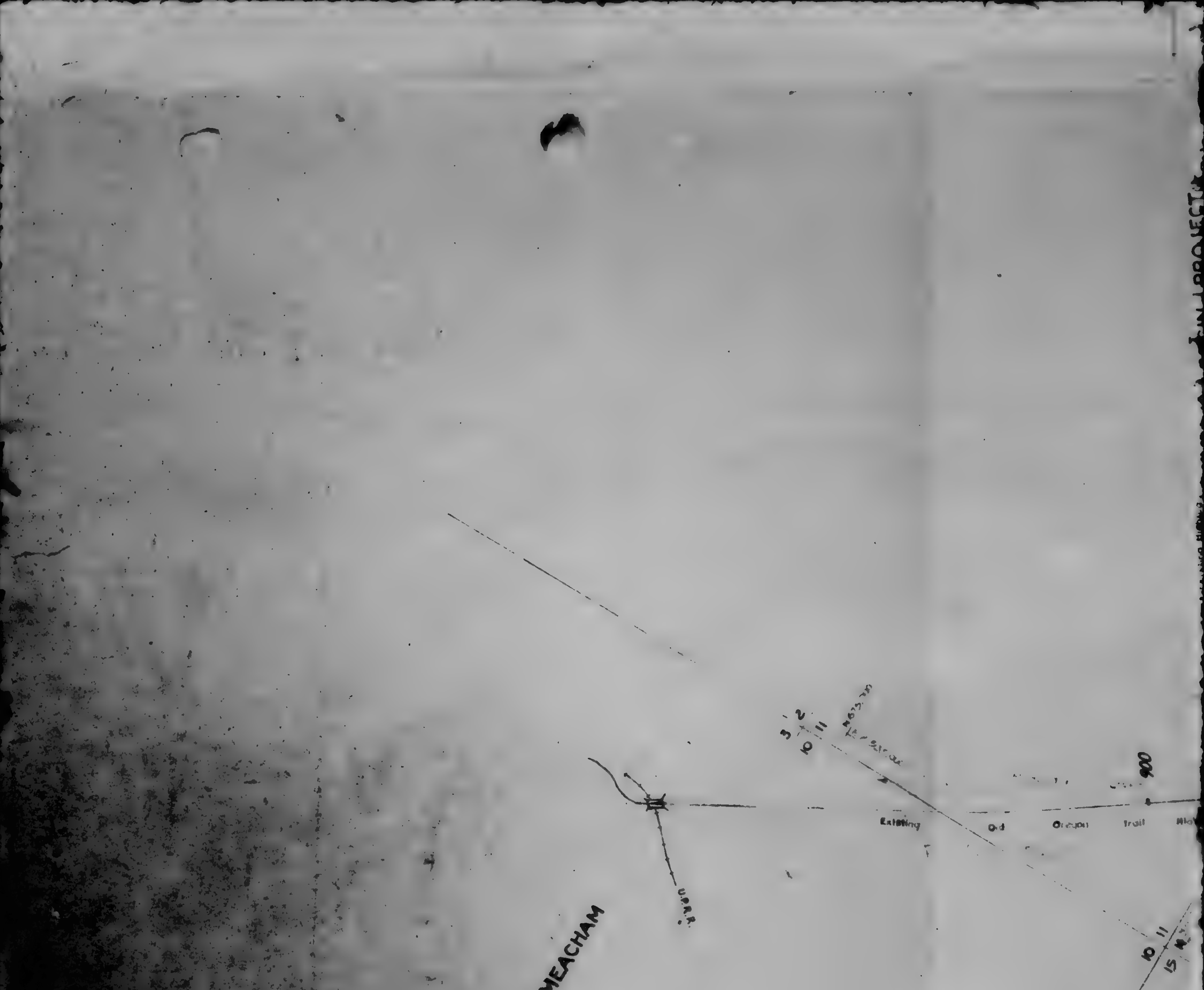
14
22
23
18
13
24



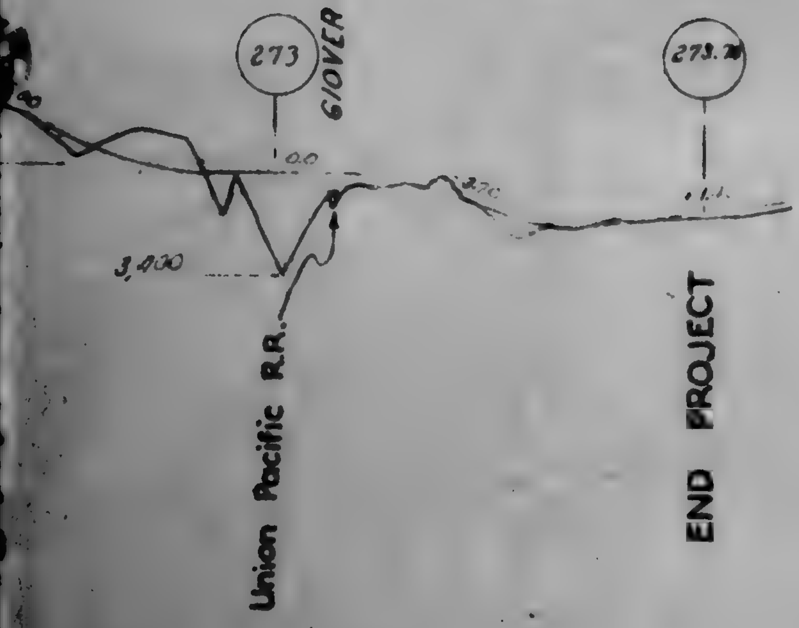
IN PROJECT
3
2
10
11
900
Existing
Old
Oregon
Trail
U.P.R.R.
MEACHAM
10
11
15

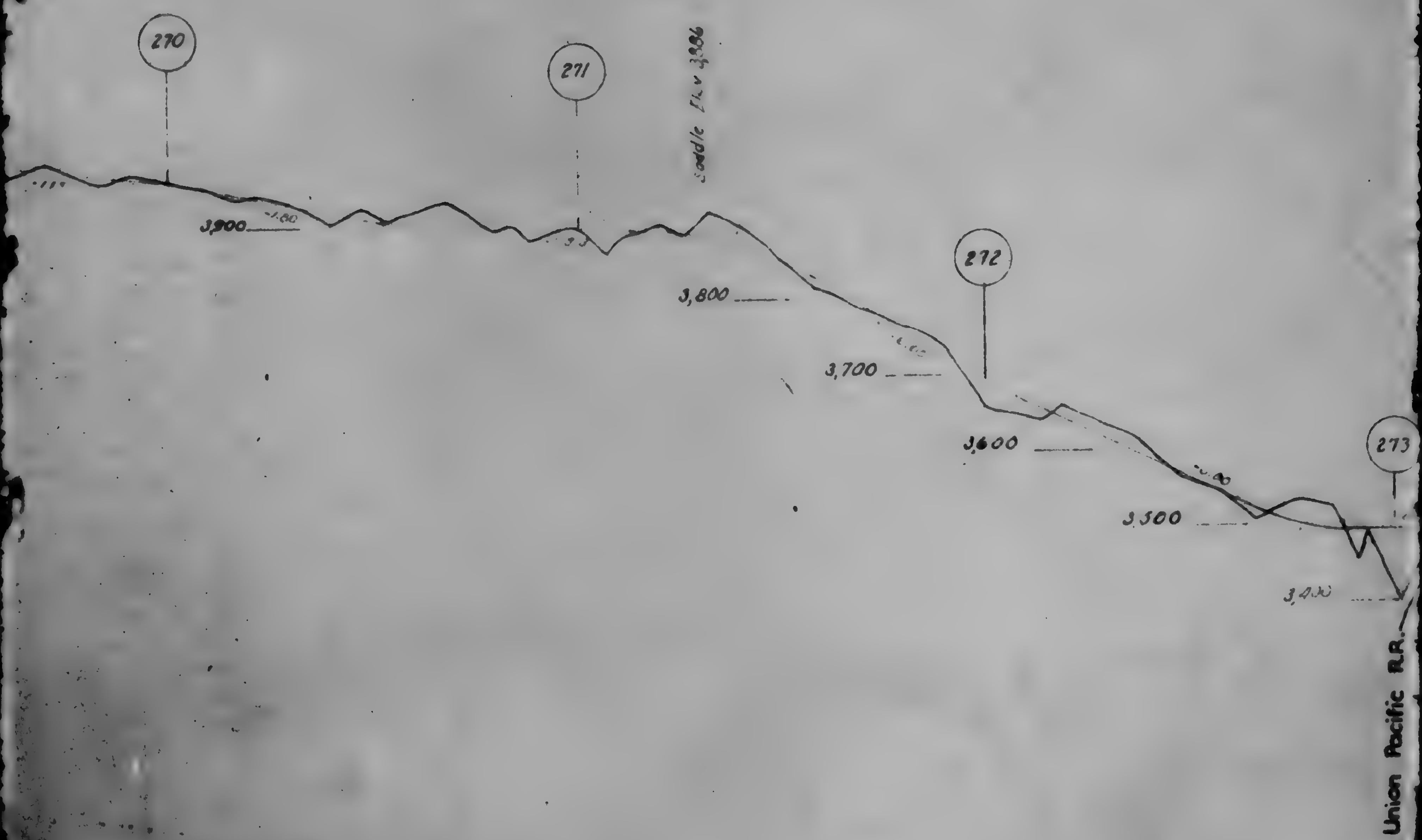
Oregon State Highway Department

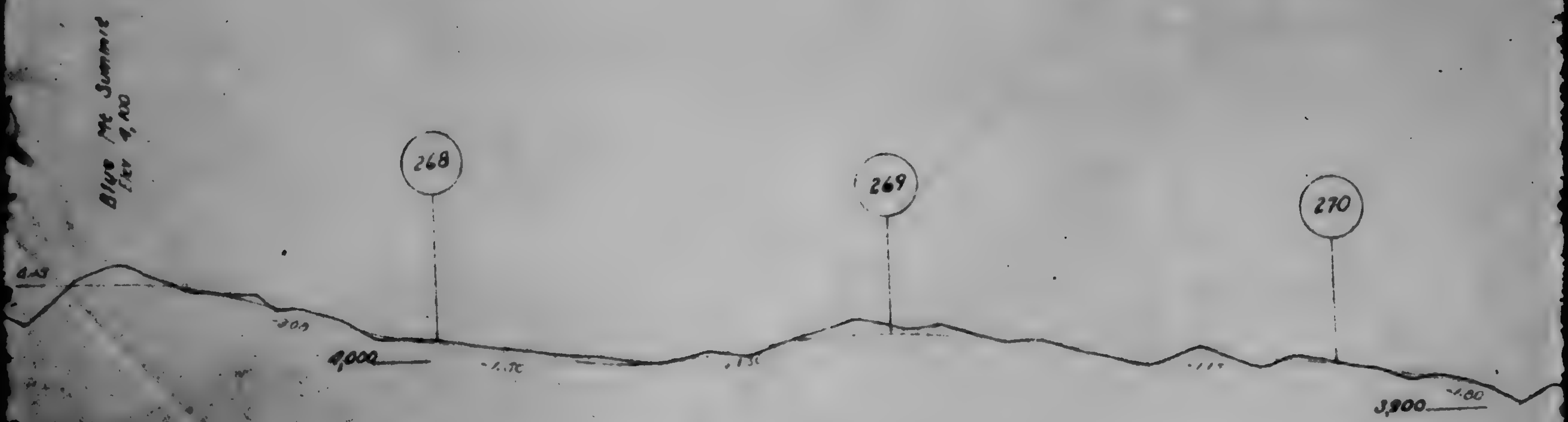
OLD OREGON TRAIL HIGHWAY
UMATILLA & UNION COUNTIES
MEACHAM - GLOVER SECT.
PROFILE
PROPOSED LOCATED LINE
M.P. 263.86 — M.P. 273.74

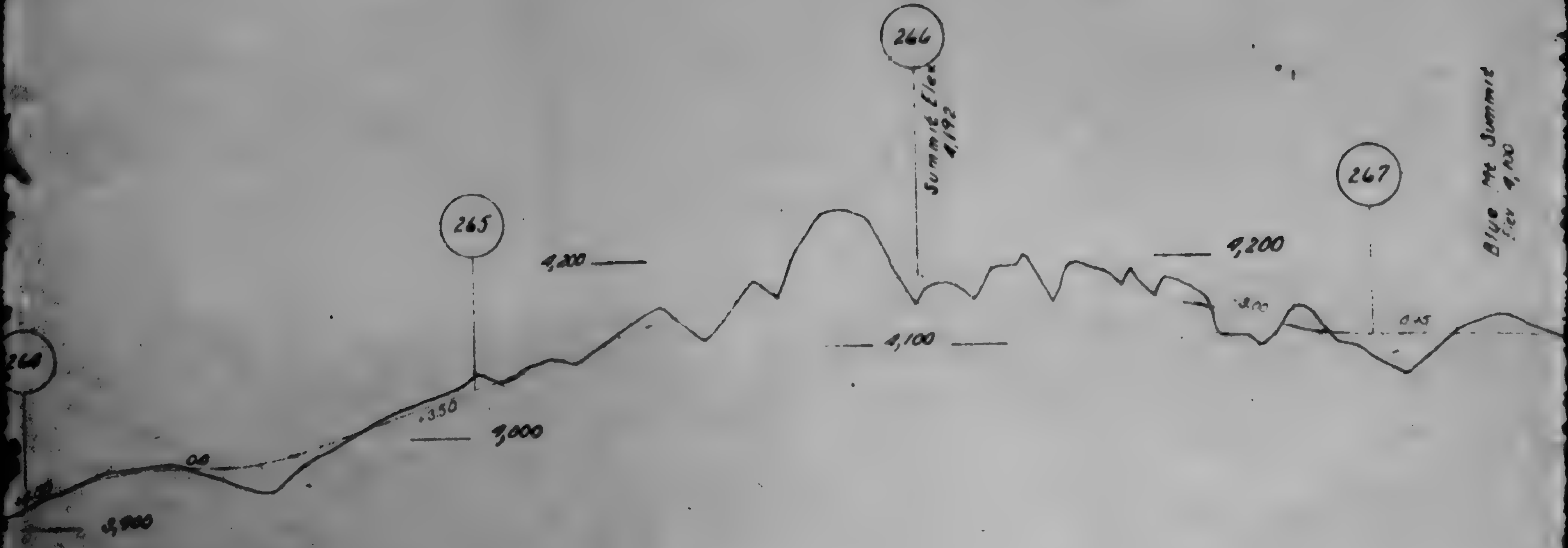
Scale: Horiz. 1" = 2000'
Vert. 1" = 200'

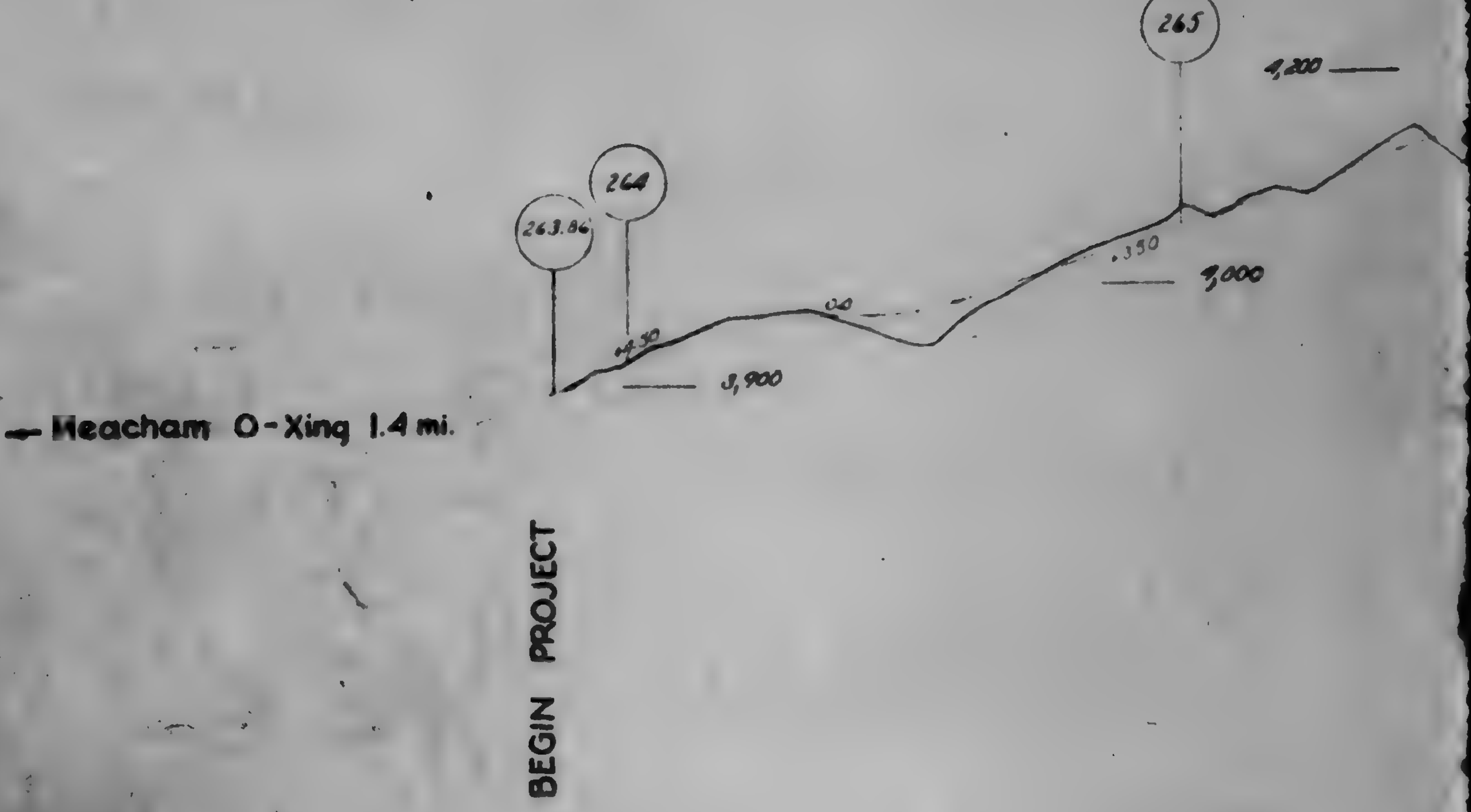
J.C. Hiatt, Resident Engineer June, 1954




270
271
Saddle Elev 3886
272
273
3,900
3,800
3,700
3,600
3,500
3,400
Union Pacific R.R.


Blue Mt Summit
Elev 4,100
268
269
270
-2.09
4,000
-1.15
3,900
-1.00


264
265
266
267
Summit Elev
4,192
Blue Mt Summit
Elev 4,100
4,200
4,200
4,100
4,000
3,900
+3.50
0.0
-2.00
0.15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Heacham O-Xing 1.4 mi.
BEGIN PROJECT

RECEIVED
OCT 25 1955
FOR FILING

IN-FI-62(1)
45

October 20, 1955

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

Reference is made to Contract No. 4536 awarded to you on October 3, 1955, and involving grading work on the Meacham-Glover Section of the Old Oregon Trail.

Enclosed herewith is a specification for fence construction, which specification consists of seven sheets numbered "a" to "g" and titled "Standard Specification, Right of Way Fence, Issue of May 1, 1955." This specification appears as a special provision in the contract signed by you a few days ago but did not, we think, appear among the special provisions sent to you in advance of bidding.

The specification is applicable only in connection with the "Metal Gate" construction described on sheet 10 of the special provisions.

If the inclusion of the specification in the contract meets with your approval, please so indicate by signing in the space provided for the purpose at the bottom of this letter and returning a signed copy to us. If you are unwilling to approve the inclusion, we ask that you so notify us at once.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

Inclusion in the contract of the fence specification referred to in the above letter is hereby approved.

Rogers Construction, Inc.

Date ____________ By ____________

OREGON STATE HIGHWAY DEPARTMENT

STANDARD SPECIFICATION

RIGHT OF WAY FENCE

Issue of May 1, 1955

Description:

Under this specification, the contractor shall furnish and place all materials required in the construction of an all metal fence along highway right of way lines and at such other locations as the plans and special provisions indicate or as the engineer may designate.

Also, under this specification, the contractor shall furnish and install metal gates in the fence line at locations indicated on the plans, called for by the special provisions or as designated by the engineer.

Designs:

The metal right of way fence shall be of one or another of the three designs shown on accompanying drawing No. 2085; namely, Type 1, Type 2 and Type 3. The metal gates shall be of the design shown on accompanying drawing No. 2085.

The type of fence to be constructed and the locations at which it is to be placed shall be as indicated on the plans or called for by the special provisions.

Quality of Materials:

All fencing materials (including gates) furnished and used in the construction of the fence shall be new materials, shall be the standard products of reputable and recognized manufacturers and shall meet the requirements hereinafter given. All fabric, wire, staples, ties, clamps, fittings and hardware shall be galvanized.

Barbed wire shall conform to the current Standard Specifications for "Zinc-Coated (Galvanized) Iron or Steel Wire", A.S.T.M. Designation: A-121. The base metal shall be copper-bearing, and the minimum weight of zinc coating and the minimum number of dips in the Preece test for uniformity of zinc coating shall be as set forth for either Class 1 or Class 2 barbed wire in the above referred to A.S.T.M. Standard Specifications, Designation: A-121.

Right of Way Fence

The woven wire fence fabric, both rectangular and V-mesh, shall conform to the current Standard Specifications for "Zinc-Coated (Galvanized) Iron or Steel Farm-Field and Railroad Right-Of-Way Wire Fencing", A.S.T.M. Designation: A-116. The base metal shall be copper-bearing, and the minimum weight of zinc coating and the minimum number of dips in the Preece test for uniformity of zinc coating shall be as set forth for either Class 1 or Class 2 fence in the above referred to A.S.T.M. Standard Specifications, Designation: A-116.

End, Gate and Corner Posts:

End posts, gate posts and corner posts shall be tubular steel posts or angle steel posts 7 feet in length for Types 1 and 2 fence and not less than 7 2/3 feet in length for Type 3 fence.

Tubular steel posts may be either (a) 2½" O.D. (outside diameter), 8-gage steel posts, or (b) 2" standard weight water pipe weighing 3.65 pounds per linear foot, A.S.T.M. Designation: A-120; as the contractor may elect. Tubular posts shall be galvanized inside and out and shall be provided with a malleable casting ornamental top securely fastened in the top of the post.

Angle steel posts shall be 2½" x 2½" x ¼" size, or heavier grade, with galvanized or painted surface. Angle steel posts shall be fabricated from hot-rolled steel sections having tensile properties as follows:

Grade	Tensile Properties Yield Strength (lbs. per sq. in.)	Tensile Properties Ultimate Strength (lbs. per sq. in.)
Hot-rolled carbon steel, (min. carbon 0.35 per cent)	40,000	70,000
Hot-rolled rail steel	50,000	80,000

Whether tubular steel or angle steel posts are used shall be optional with the contractor, but all end, gate and corner posts used in constructing a specified type of fence on the project shall be of the same size and type.

Each end, gate or corner post shall be set in concrete and braced as hereinafter specified.

Regular Line Posts:

Line posts (intermediate posts) shall be steel posts 6½ feet in length for Types 1 and 2 fence and 7½ feet in length for Type 3 fence. They shall be fabricated from hot-rolled steel sections conforming to the grade and strength requirements hereinabove given for angle steel end, gate and corner posts.

Right of Way Fence

Line posts shall be Tee, Channel or U-bar section and shall have corrugations, knobs, notches, holes or stubs so placed and constructed as to engage a substantial number of fence line wires in proper position. Each line post shall be provided with a steel anchor plate weighing not less than 0.67 pound and welded or riveted to the post in a position to place it below ground surface when the post is set to prescribed depth. Each post shall be painted with one or more coats of high-grade, special steel paint or enamel, baked finish.

For Type 1 and Type 2 fence, the line posts shall have a weight, exclusive of anchor plate, of not less than 1.12 pounds per lineal foot. For Type 3 fence, the line posts shall have a weight, exclusive of anchor plate, of not less than 1.33 pounds per lineal foot.

Whether posts with Tee, Channel or U-bar sections are used shall be optional with the contractor, but all line posts used in constructing a specified type of fence on the project shall be of the same size, section and color.

Braced Line Posts:

Regular line posts shall be set in concrete and braced, as hereinafter specified, at such intervals along the section of fence that no section or run of fence will be supported on unbraced posts for a distance of more than 660 feet (40 rods).

Line posts similarly set in concrete and braced shall be provided at grade depressions and alignment angles where stresses tending to pull posts from the ground are created.

The posts used for braced line posts may be one or another of the kinds of corner posts above specified for use or one or another of the kinds of regular line posts above specified for use, as the contractor may elect.

The setting of the post in concrete and the bracing of the post shall be in conformance to the requirements hereinafter set forth.

Barbed Wire:

The barbed wire shall be galvanized barbed wire of two strands of 12½-gage wire with four-point half-round barbs of 14-gage wire wrapped 1¼ times around one of the main strands at intervals of approximately 5 inches.

Woven Wire Fabric:

The woven wire fabric to be used in Type 2 fence shall be 32 inches in height, with 8 horizontal bars and with vertical stay wires at

Right of Way Fence

6-inch spacings. This fence is referred to in A.S.T.M. Designation: A-116 as Design No. 832-6-12½. Top and bottom wires shall be 10-gage and intermediate line and stay wires shall be 12½-gage. The fabric shall weigh approximately 7.4 pounds per rod.

The woven wire fabric to be used in Type 3 fence shall be 50 inches in height, 2" x 4" V-mesh, non-climbable type, with 13 horizontal cables, of 2-strand 12½-gage twisted wires, spaced 4 inches apart; and with single 12½-gage cross wires spaced 2 inches apart on the alternating horizontal cables, and weighing not less than 32.9 pounds per rod.

Fence Stays:

Vertical wire fence stays for use with Type 1 fence shall be of 9½-gage, or heavier, galvanized wire, 40 inches in length.

Post Braces:

All corner posts shall be provided with 2 post braces in the main line of fence, corner posts at intersecting fence lines shall have 1 additional post brace in the line of the intersecting fence, all end and gate posts shall be provided with 1 post brace in the line of the fence, and braced line posts shall be provided with 2 post braces in the line of the fence.

Post braces shall be attached firmly to the post at a point approximately 1/3 of post height (height above ground) from the top of the post and at an internal angle with the post of not less than 45 degrees.

The post braces shall be the standard manufactured braces produced by the manufacturer of the posts which are to be braced, and which braces are designed for use with the specific type of post to which they are to be attached. The use of line post material as post braces will be permitted where standard braces are not normally available, in which case any anchor plates shall be removed from the brace or otherwise kept from being visible when the brace is in place.

Brace bands or clamps for use on tubular posts shall be of galvanized steel approximately 1 inch wide and 1/8 inch in thickness, with 3/8 inch bolt.

The lower end of all post braces shall be set in concrete as hereinafter specified.

Concrete Footings,
Poured or Precast:

All end posts, gate posts, corner posts, braced line posts and the lower end of all post braces shall be set in concrete. The concrete used in the footings shall be Class "A" concrete furnished and placed in accordance with the applicable provisions set forth in the specification for "Concrete Structures" as given in Division 2, Section 33 of the Oregon State Highway Department's "Standard Specifications for Highway Construction (Issue of May 1, 1954)".

The concrete footings may be either poured in place or precast.

If the contractor elects to pour the footings in place, the footings for posts shall not be less than 12" wide, 12" long and of a depth not less than 2 inches greater than the depth to which the post is to be set in the ground; and the footings for braces shall not be less than 12" wide, 12" long and 12" in depth. The concrete shall be poured and tamped around the posts and brace ends after the posts and braces have been brought to and firmly held in proper position. The surface of the concrete shall be struck off to a reasonably smooth surface near the ground level and shall be allowed to cure for at least seven (7) days, unless otherwise authorized by the engineer, before the posts and braces are subjected to strain or use.

If the contractor elects to precast the footings, the posts and brace ends shall be placed and firmly supported in the center of the footings which shall meet the following requirements:

Precast post and brace footings shall have top dimension of not less than 8-inch diameter or 8-inch square, bottom dimension of not less than 18-inch diameter or 18-inch square, and a depth the same as above provided for poured footings. The posts and braces shall be firmly set and secured in the precast footings, and the footings shall be allowed to cure for at least 7 days before being handled or used.

Details of Construction:

The fence shall be constructed at the locations and to the lines and grades ordered by the engineer. Openings for gates shall be provided where ordered by the engineer. In general, posts are to be centered approximately 2 inches in from right of way lines. The wire fabric and lines of barbed wire are to be placed on that face of the post which is away from the highway, except that on curves the fabric and wires shall be fastened to that face of the post which will throw the strain against the post.

All trees, shrubs, brush, rocks and other obstacles which interfere with the proper construction of the fence shall be removed by the contractor and the materials so removed shall be disposed of in a manner satisfactory to the engineer.

Where the new fence joins existing fences they shall be attached to the new fence in a manner satisfactory to the engineer, end or corner posts being set as necessary to provide a workmanlike job.

Right of Way Fence

All posts shall be set firmly in the ground and to the depths called for by the standard design, but reasonable variation in depths will be allowed, as approved by the engineer, to obtain desired grades along the fence and to avoid unnecessary penetration in rock or other unusually firm material.

All end, gate, corner posts, braced line posts and all post braces shall be embedded in concrete as hereinbefore specified.

Line or intermediate posts for Types 1 and 2 fence shall be spaced at one-rod ($16\frac{1}{2}'$) centers, and for Type 3 fence shall be spaced at 12-foot centers, horizontal measure; but shall be set at closer spacing when so directed by the engineer to more closely bring the fence grade in conformity with the contour of the ground.

Two vertical wire fence stays shall be spaced equi-distant between posts as horizontal wire spacers on Type 1 fence.

In constructing the fence (all types) at grade changes exceeding 10 per cent and at alignment angles exceeding 30 degrees, the fence posts at the points of critical strain shall be set in concrete and anchored by means of 2 braces set in concrete footings in accordance with the provisions hereinbefore given for braced line posts.

All fabric and wire shall be tightly stretched and shall be securely fastened to the posts in accordance with recognized standard practice for first-class fence construction. Each line of barbed wire shall be firmly attached to each post. Woven wire fabric shall be fastened to each post at the top and bottom and at intermediate points as required to provide a fastening at intervals not exceeding 17 inches apart. All braces, fittings and fixtures shall be installed or attached in a workmanlike manner. Upon completion, the fence shall be true to line and grade, all posts shall be vertical and firmly set, and all fabric and wire shall be taut.

Metal Gates:

Metal fence gates shall be galvanized, tubular steel frame, plain top single drive gates, 50 inches in height for Types 1 and 2 fence and 58 inches in height for Type 3 fence; and designed to fit openings of the widths called for by the plans or as indicated by the bid items. Each gate for openings of less than 14 feet shall be provided with 1 centered upright brace; and for openings of 14 feet or more, with 2 upright braces spaced at third-points in the gate. All gates shall be provided with 1 diagonal steel brace.

The gates shall be filled with standard galvanized 2-inch diamond mesh wire fabric or with standard galvanized 2-inch by 4-inch V-mesh wire fabric meeting the quality requirements for woven-wire fabric hereinbefore set forth, as the contractor may elect to furnish. The horizontal wires in the wire fabric shall be 12½-gage or heavier; the cross wires in the wire fabric shall be 14-gage or heavier. The weight of the gates shall be not less than given below:

Width of Opening	Minimum Weight 50" Height	Minimum Weight 58" Height
8 feet	53 pounds	59 pounds
10 feet	61 pounds	67 pounds
12 feet	68 pounds	74 pounds
14 feet	80 pounds	88 pounds

Each gate shall be furnished complete with necessary hinges and latch designed for use with the type of gate post to be used on the project. The hinges and fastenings shall be galvanized. Installation of gates shall be done in a workmanlike manner.

Measurement and Payment:

Payment for the construction of the fence (exclusive of gates) will be made at the price bid per rod (16½ feet) for the respective type of fence constructed as specified. The respective bid items will be "Type 1 Fence", "Type 2 Fence" and "Type 3 Fence". Payment at the applicable price shall be understood to cover and include payment for the furnishing and installing of all materials (except gates) and the performance of all work involved in the construction of the fence in accordance with the plans, specifications and special provisions.

The quantity to be paid for at the price bid for fence of the type constructed shall be the number of rods (to the nearest rod and exclusive of gate widths) of fence of that type completed as specified. Measurement of the completed fence will be made, to the nearest foot, on the grades of the fence, from end to end of each section or run of completed fence, exclusive of gate widths.

For the furnishing and installing of metal gates as specified, payment will be made at the price bid per each for "Metal Gates" of the width and height furnished and installed.

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4536

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 18, 1955
Salem, Oregon

SUBJECT: Contract No. 4536
Rogers Construction, Inc.
Meacham-Glover Section
Old Oregon Trail Highway

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Enclosed herewith are two copies of the above-referenced contract which I have signed approving the same as to form, which approval has been given under the assumption that pages (a) through (g) concerning standard specifications for right of way fence were brought to the contractor's attention prior to his execution of the contract.

These pages were not included in the special provisions that were made available for use of bidders prior to the opening of bids, and I understand copies of these pages were not supplied to the successful bidder except as a part of the contract which was submitted to him for execution.

Yours very truly,

CWEnfield
C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Mr. R. H. Baldock
Mr. W. C. Williams
Mr. Robert L. May, Jr.
Mr. S. H. Probert

REFERRED TO
Query
BY SECRETARY

[illegible] to the commission [illegible]
[illegible] please.
[illegible]

NOTED
FLOYD QUERY

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IN-FI-62(7)
4536

October 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 14, 1955 on Contract No. 4536, Meacham-Glover Section in Umatilla and Union Counties, in connection with Federal Aid Project No. IN-FI-62(7).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DB:sh

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45-36-1

October 5, 1955

Salt Lake Pipe Line Company
P. O. Box 117
Salt Lake City, Utah

Attention: Mr. Dean Frazar, Right of Way Representative

Gentlemen:

We are enclosing herewith for your records and files a fully executed copy of a form of consent agreement and seven forms of "Modification of Pipe Line Right of Way", all concerning the relocation of pipe lines owned by the Salt Lake Pipe Line Company, made necessary by the Meacham-Hilgard project on the Old Oregon Trail Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 27 1955
FOR FILING

IN-F1-62 (7)

4536

Salem, Oregon
October 5, 1955

Agenda Item 4c

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Mr. Baldock:

Attached for further handling is a conformed copy of a consent agreement and seven conformed copies of a "Modification of Pipe Line Right of Way" forms, all concerning the relocation of pipe lines owned by the Salt Lake Pipe Line Company, made necessary by the Meacham-Hilgard Section project on the Old Oregon Trail Highway.

A fully executed copy of the consent agreement and seven fully executed copies of the "Modification" forms have been retained in this office for the Commission's files and a fully executed copy of the consent and seven executed copies of the "Modification" forms have been sent to the Salt Lake Pipe Line Company.

Very truly yours

Secretary

rn
Attach: 8

FORM 530—30M—2-55—02366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1955

SEP 22

4c

SUBJECT: Salt Lake Pipe Line Company easements

To:
Mr. W. C. Williams
Deputy State Highway Engineer
Office

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Mr. Williams:

I am returning herewith a form of consent agreement and seven forms of "Modification of Pipe Line Right of Way", all concerning the relocation of pipe lines owned by the Salt Lake Pipe Line Company, made necessary by the Meacham-Hilgard Section project on the Old Oregon Trail Highway.

These forms have been approved as to form. Your attention is drawn, however, to paragraph two of the consent agreement which requires the State to reimburse the Company for loss of product and standby or down time, including loss of revenue, in the event the Company's facilities are damaged by the State or its contractors or employees. Extreme care should be exercised to avoid any such damage since the financial obligation of the State might be substantial, particularly since the State is required to reimburse the Company for loss of revenue.

Very truly yours,

C W Enfield

C. W. ENFIELD
Chief Counsel

RLM/mlk

AUTHORIZED BY HIGHWAY COMMISSION
DATE ____________________
____
Secretary

S + C

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SEP 2 - 1955
FOR FILING

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[illegible]
[illegible]

file

SALT LAKE PIPE LINE COMPANY
Salt Lake City, Utah

August 30, 1955

COPY

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. R. H. Baldock, State Highway Engineer

Gentlemen:

In response to your letter of August 23, 1955, we are enclosing a consent agreement covering the State Highway crossing our line and right of way at seven points and one encroachment on the Meacham to Hilgard Highway relocation. The agreement is drafted from that dated October 29, 1954 covering a crossing in the Southeast Quarter of Section 36, Township 15 South, Range 45 East, Willamette Meridian, Malheur County (apparently your No. 22272). If this form meets your approval, will you please return one signed copy to us.

Also, in order that we may have clearance on our right of way for the relocations, will you please execute the enclosed Modifications of Pipe Line Right of Way and return the original of each to us.

We wish to thank you for the information concerning your rights of way and your assistance to us.

Sincerely,

(sgd) Dean Frazar

Dear Frazar
Right of Way Representative

DF:pk

Original referred to
Mr. Enfield "Please
follow up as necessary."

file

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM XXX
DAY LETTER
NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
			Oregon State Highway Dept.	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem Org Aug 26, 1955

Mr. Dean Frazar
Right of Way Representative
Salt Lake Pipe Line Company
Salt Lake City Utah

This wire confirms telephone conversation with Forrest Cooper of this Department authorizing you to proceed with change in all eight crossings your pipe line between Hilgard and Meacham based on contract price $35,000 plus materials and other incidentals as set forth in your letter of July 22 1955.

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

RECEIVED
AUG 24 1955

FOR FILING

✓

August 23, 1955

Mr. Dean Frasar
Right of Way Representative
Salt Lake Pipe Line Company
Post Office Box 117
Salt Lake City, Utah

MISC. CONTRACTS and
AGREEMENTS No. 1671

Dear Sir:

There has been referred to this office your letter of July 22 addressed to Mr. J. C. Hiatt, Resident Engineer of the Oregon State Highway Department at La Grande, relative to necessity of moving certain portions of the Salt Lake Pipe Line to permit construction of US30 on new alignment between Meacham and Hilgard.

We have carefully studied your proposals and agree in principle to the conditions you set forth, with the exception, however, that at the present time we only desire to make pipe line changes on the section of highway which is to be improved at this time, that being from Meacham to the Glover Overcrossing, and the changes are covered in your Drawings B-4747-0, B-4748-0, B-4749-0, B-4750-0, B-4751-0, and B-4752-0. The changes as indicated by your Drawings B-4745-0 and B-4746-0 are outside the limits of our proposed project, and our plans are not definite enough to permit us to proceed in this area.

Your estimate, which provides for the eight changes, sets forth $23,800 for purchase of 8-5/8" pipe; $4,400 for 12-3/4" pipe; $2,550 for other materials; $2,750 for engineering supervision and inspection; $250 for vehicle rental; $2,000 for right of way and damages; $1,000 for additional electric power; $750 for water to be pumped to facilitate draining and purging line; and $60,000 for estimated contract amount to clear right of way, ditch, lay pipe, tie-in, backfill and cleanup for 8,900 feet of 8" pipe and required casings and remove 7,900 feet of 8" pipe, cut, load and haul pipe, backfill and cleanup; which, plus a five per cent contingency item of $4,900, results in a total of $102,400. Deducting a credit for reclaimed pipe of $7,050 results in a net estimated cost of $95,350.

I have been authorized by the Highway Commission to request you to proceed immediately with the necessary pipe line revisions on the six crossings between Meacham and the Glover Overcrossing, for which the cost should be proportionately reduced by reason of the elimination of two crossings in your overall estimate. The State Highway Commission will reimburse you promptly for the actual cost of the work performed upon proper billing and after auditing by the Highway Department. It is, of course, understood that your company will as soon as possible convey to the Highway Commission a satisfactory easement for the construction and maintenance of the highway across the property upon which your company holds an easement for the pipe line.

In your letter you inquire as to the status of our right of way acquisition and as to the title which the State will obtain. You are advised that the State is obtaining fee title to all property presently held in private ownership and no timber rights are being reserved by the owners of the property. It appears that we will be able to obtain all of the necessary property by negotiation with the exception of one parcel which may have to be acquired by eminent domain proceedings. Even in the event of acquisition by condemnation, however, the State will acquire fee title to the property involved. On the Government-owned properties we will have a Special Use Permit, which is all that we can acquire through Federal lands.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

cc: Mr. W. C. Williams
Mr. H. G. Smith
Mr. C. W. Enfield
Mr. A. F. Parsons

RECEIVED
JAN 5 - 1955
FOR FILING

Const
R/W
Old Ore. Trail

January 5, 1955

Oregon State Highway Commission

Gentlemen:

Field survey work has been completed on the relocation of US30 between Meacham and Hilgard, and I attach hereto a map on which is indicated the new location.

As you know, we have attained an excellent routing, with curvature and gradients that will provide a highway of the most modern design.

This project is to be started in the last year of the current five-year program. However, if the President's road program passes the Congress, it can be contracted quite soon; therefore, we should start acquisition of right of way, particularly through Government holdings. It is requested that you approve the survey at the forthcoming meeting with authority to acquire the necessary right of way.

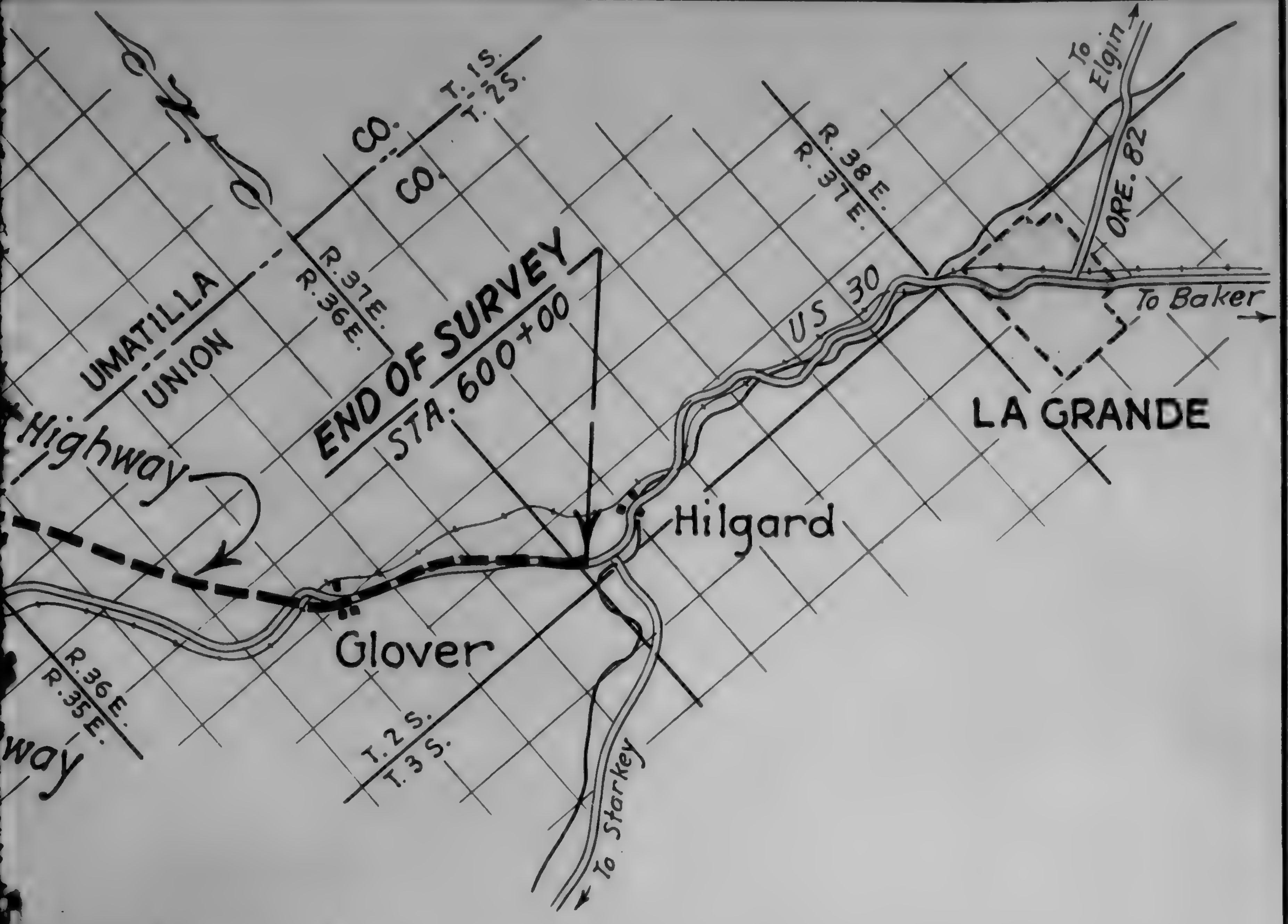
Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:me fp



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 1-3-55

R/W

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

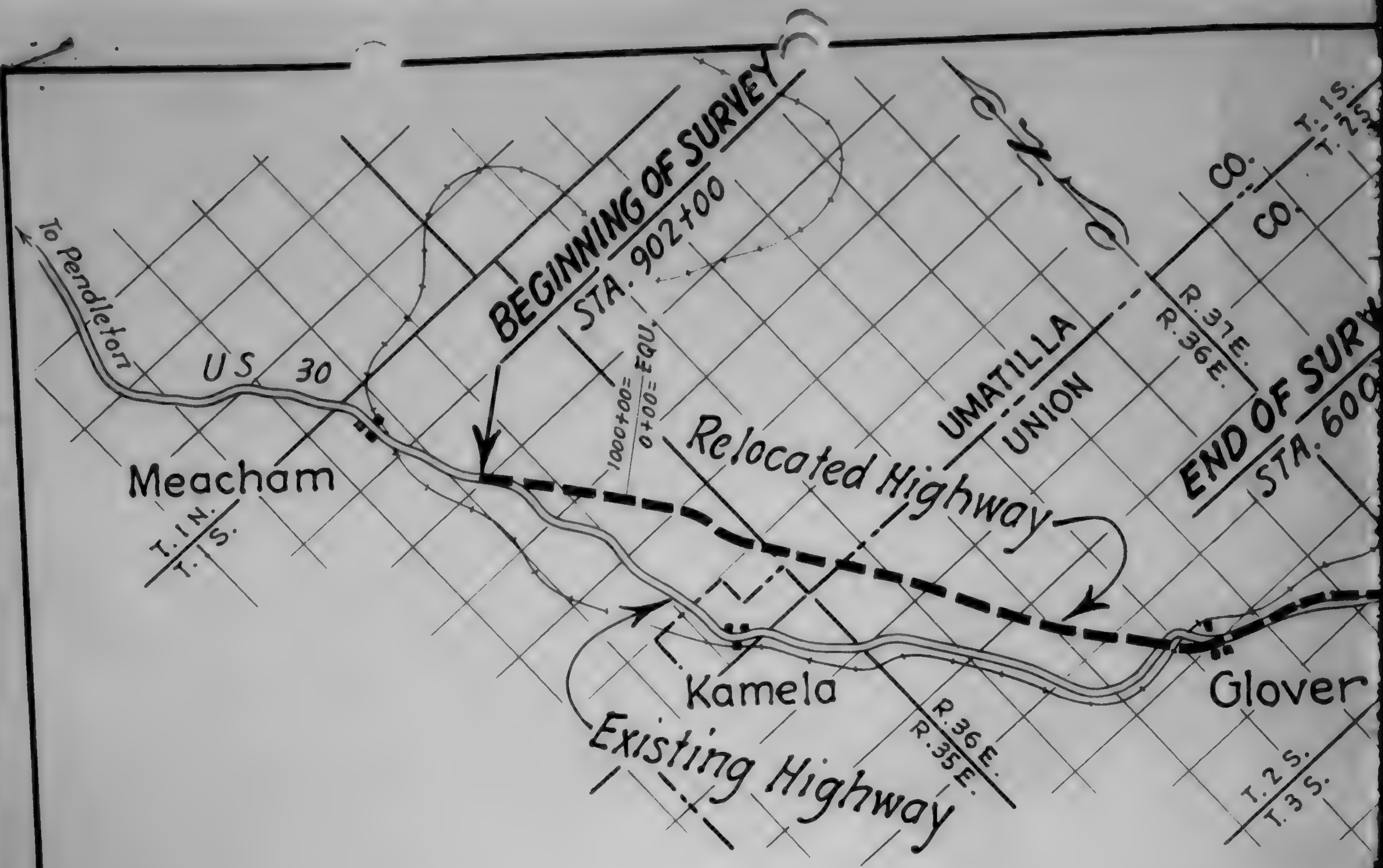
MEACHAM-HILGARD SECTION

OLD OREGON TRAIL HIGHWAY

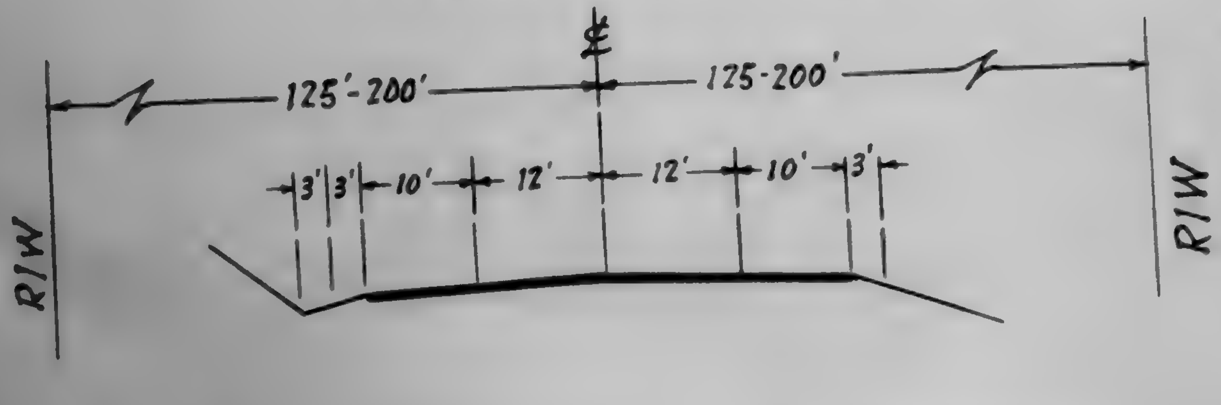
UMATILLA & UNION COUNTIES

Scale: 1" = 2 Mi. Jan., 1955

DRG. NO. 1R-5-630



TYPICAL SECTION



Note: Climbing lane provided where necessary

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 1-3-55

RECEIVED
MAY 1 1955
FOR FILING

FORM 530—50M—4-54—74386

RW

Old Ore. Trail

Gen. Files

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Dear Sir:

Herewith seven copies of a sketch map for use in securing survey approval on the Meacham-Hilgard Section of the Old Oregon Trail Highway.

This section is not programmed at the moment but we wish to have the survey approved so that right of way may be acquired in the immediate future.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:jv

Encl.

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OCT 27 1955
FOR FILING

N-FI-62(1)
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October 3, 1955

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your proposal for grading Meacham-Glover Section of the Old Oregon Trail Highway in Umatilla and Union Counties for the sum of $903,281 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4536.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage, SIAC
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 3, 1955
8:57 a.m.

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading Meacham-Glover Section of Old Oregon Trail, Umatilla and Union Counties for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:sis

8

RECEIVED
OCT 4 1955
FOR FILING

IN-FI-1[illegible](7)

45[illegible]

October 3, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Meacham-Glover Section of the Old Oregon Trail in Umatilla and Union Counties, Project IN-FI-162(7), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $903,281 submitted on September 22, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:sia

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OCT 5 1955
FOR FILING

OREGON DISTRICT
IN-FI-62(7)

4536

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 3, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project IN-FI-62(7), Meacham-Glover Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of Contract No. 4536 to Rogers Construction, Incorporated, of Portland, Oregon, low bidder in the amount of $903,281.00 at the September 22, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 4 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1955
FOR FILING

III-I-62(1)

4-36

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1955

SUBJECT: Meacham-Clover Section
Old Oregon Trail Highway
Umatilla County

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Right of way on the above section has been obtained and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

~~NOTED~~
R L PORTER

RECEIVED
OCT 10 1955
FOR FILING

[illegible]

[illegible]

1B-11

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1955

SUBJECT:

AGENDA ITEM FOR SEPTEMBER 22-23 MEETING

Meacham-Hilgarde Section
Old Oregon Trail Highway
Umatilla and Union Counties

To: Mr. H. B. Glaisyer
Secretary
State Highway Commission
OFFICE

Please place on this agenda the matter of securing Highway Commission approval to compensate the U. S. Department of Forestry in the amount of $1,742.25 which covers the value of timber that will have to be cut in connection with this proposed improvement.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP:mh

R.E

RECEIVED
SEP [illegible] 1955
FOR FILING

IN FI 62(7)

11-36

08-35

September 12, 1955

W C WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 6, Project IN-FI-62(7), Meacham-Glover, 1954 Act Federal-aid Interstate Highway Program, jointly financed as Item 190, Supplement 20, Oregon Federal-aid Primary Program, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams, effective August 29, 1955. Approval is given with the understanding that this project will fully meet the requirements of PPM 20-4.

This item will appear on the Interstate Program as follows:

Item	6
County	Umatilla and Union
Project	IN-FI-62(7)
FA Route	1 (Interstate Route 2)
US Route	30
Termini	Approx. 1.5 miles SE of Meacham to approx. one-half mile SE of Glover.
Construction Cost:	
Total	(1,250,000) 476,000
Federal Funds	(792,000) 328,000
State Funds	148,000
Length	(9.98 mi.) 3.80 mi.
Character of Work Proposed	Grade and drain

Very truly yours,

C. G. POLK
District Engineer

By

A.F. BESTER
Supervising Highway Design Engineer

Original to Mr Probert

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1955
FOR FILING

[illegible]

[illegible]

08-35 September 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request of September 2, 1955 for Individual Project Program Change in Item 190, Project IN-FI-62(7), Supplement 20, Oregon Federal-aid Primary Program, jointly financed as Item 6, 1954 Act Federal-aid Interstate Highway Program, was approved effective September 6, 1955.

The total cost will now show ($1,250,000), $774,000; Federal funds ($792,000), $464,000; State funds, $310,000; length (9.98), 6.18 miles.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 20 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Probst

File

RECEIVED
SEP 23 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
[illegible]

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P.S. and E. documents for Oregon Project IN-FI-62(7), Meacham-Glover Section of the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Federal participation in the costs of revising the power line of the Bonneville Power Administration will be subject to determination of the eligibility of such costs for reimbursement under the terms of GAM 300.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 21 1955
STATE [illegible]

RECEIVED
NOV 8 1955
FOR FILING

IN-F1-62(7)

4536

REQUEST FOR APPROVAL OF AMOUNT OF OFFER TO BE MADE FOR PROPERTY FOR WHICH CONDEMNATION WAS PREVIOUSLY AUTHORIZED

August 22, 1955

	Recommended Offer
Meacham-Hilgard Section of the Old Oregon Trail Highway	
E-22792 - Jack W. Olsen, et al. (Union County) 24.32 acres for right of way	$2,500.00

OFFICE COPY

APPROVED BY HIGHWAY COMMISSION
DATE September 22, 1953 —
H B Scanny
Secretary

REFERRED TO Dan Lewis
SECRETARY

OFFICE COPY

RECEIVED
AUG 23 1955
FOR FILING

IN-FI 62(6)
4536

August 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Interstate Highway Program, it is our desire to construct the Meacham-Glover Section of the Old Oregon Trail Highway. This improvement is planned as a combination project involving the use of both Interstate and Primary funds.

The program data for this project is as follows:

Item No.	6
County	Umatilla and Union
Project No.	IN-FI 62(6)
Federal Route No.	1 (Interstate Rt. No. 2)
State Route No.	US 30
Termini	Approx. 1.5 miles S.E. of Meacham to approx. one-half mile S.E. of Glover
Construction Costs:	
Total Cost	$476,000
Federal Funds (Interstate)	328,000
State Funds	148,000
Other Funds	- -
Project Totals:	
Total Cost	$(1,000,000) 476,000
Federal Funds	(643,000) 328,000
Length	9.98 miles
Character of Proposed Work	Grade and Drain

Traffic data and other information for this project are being submitted with Federal-aid Primary Program Item No. 190. All construction is to be of interstate standards.

It is requested that, if possible, the project be cleared for advertising by September 7.

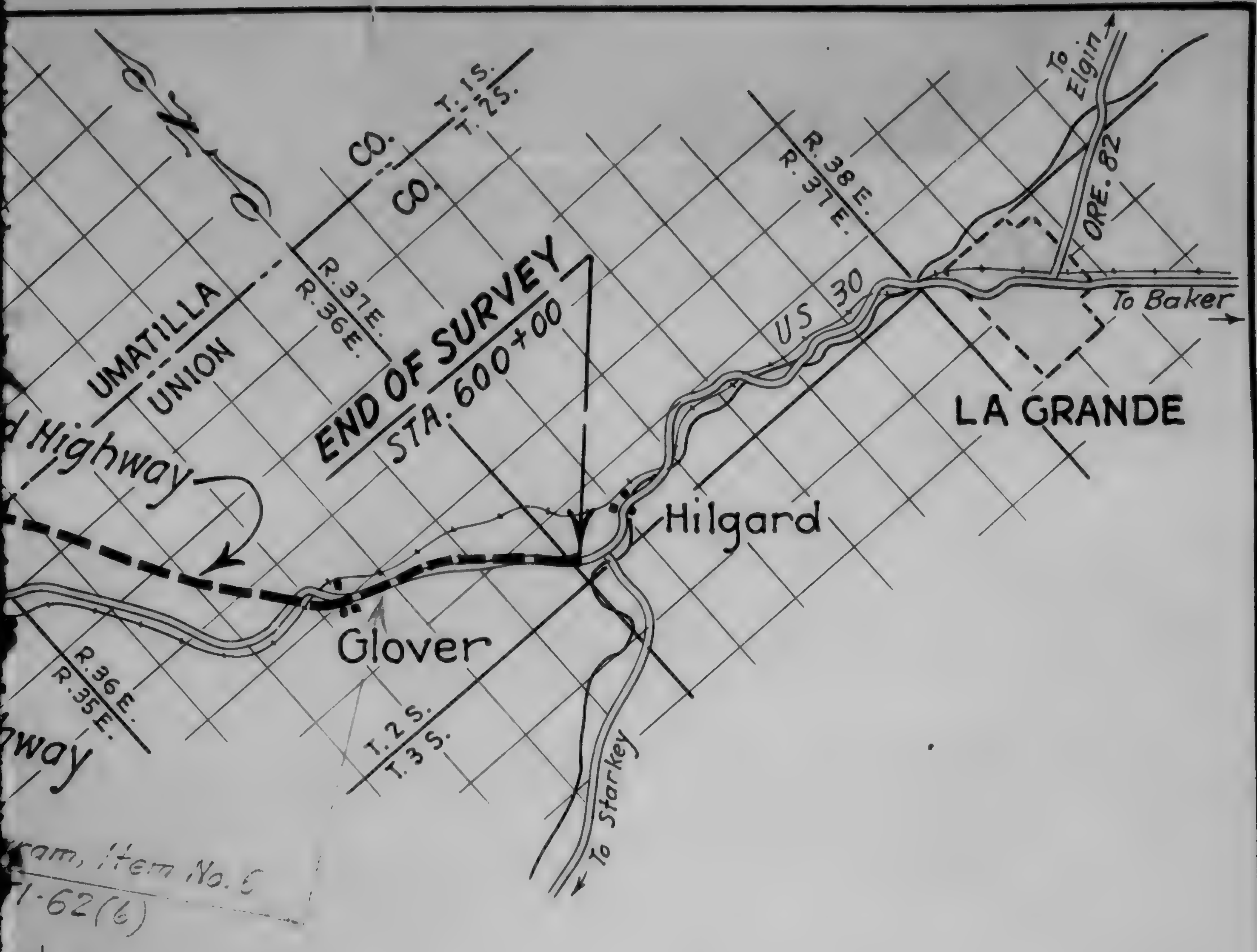
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia



ram, Item No. 6
1-62(6)

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

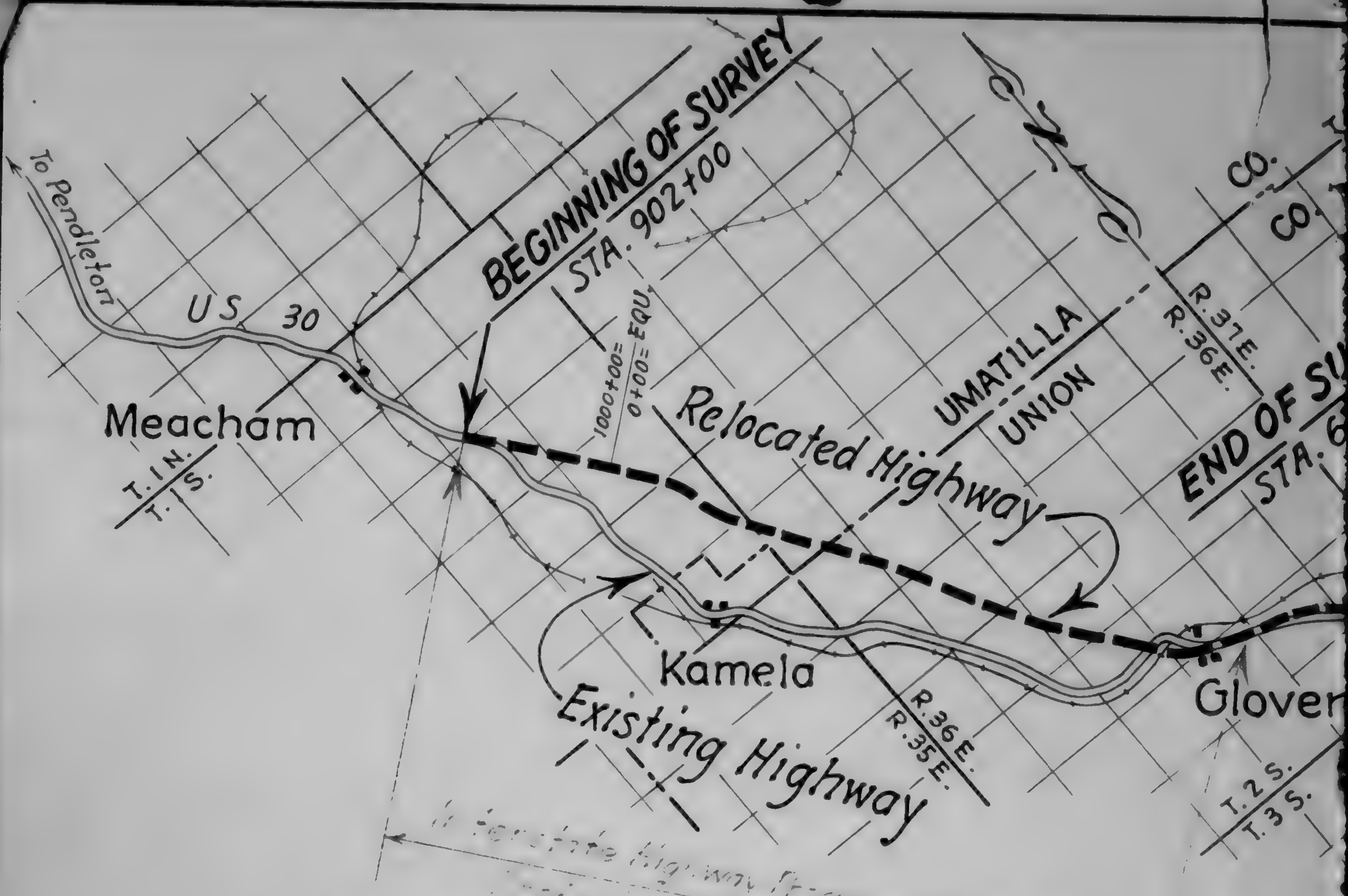
MEACHAM-HILGARD SECTION

OLD OREGON TRAIL HIGHWAY

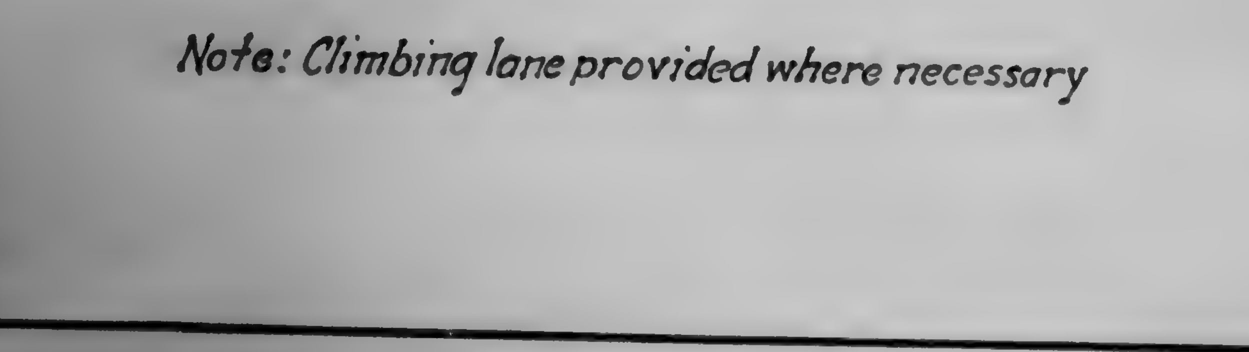
UMATILLA & UNION COUNTIES

Scale: 1" = 2 Mi. Jan., 1955

DRG. NO. 1R-5-630



TYPICAL SECTION



Note: Climbing lane provided where necessary

RECEIVED
AUG 11 1955
FOR FILING

IN-FI [illegible]
4536

August 10, 1955

Oregon State Highway Commission

Gentlemen:

Of the 1956 Federal-aid Primary Funds allotted to Division 5, $67,000 is held as a "reserve".

If the Commission should decide to proceed now with construction on the Meacham-Glover Section, using 1957 Federal-aid Funds as I am recommending in another letter, then I recommend that this $67,000 of 1956 funds be allotted to the Meacham-Glover Section also.

The 1957 moneys proposed to be allotted to the project total $860,000, while the estimate of cost is $990,000. With the addition of the $67,000 and some trimming of the project, it may be possible to make the ends meet.

Consideration should be given to this recommendation at the August meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:ia

RECEIVED
JUN 16 1954
FOR FILING

[illegible]

[illegible]

June 15, 1954

Oregon State Highway Commission

Gentlemen:

We have completed preliminary studies for the relocation of US30 from a point approximately one and one-half miles east of Meacham to the Glover Overcrossing, a distance of 11.36 miles along the existing highway. The route examined is a complete new route not heretofore studied. It is a most excellent route, far superior to any improvements that could be made along the existing route.

The estimated cost is $1,550,000, as compared with an estimated cost of $1,700,000 to improve the existing route. The distance is 9.88 miles, a saving of 1.48 miles over the existing route and 1.22 miles shorter than the present route would be if improved. The rise and fall is 1,117 feet on the proposed route as compared with 1,550 if the present route were improved. The summit of the Blue Mountains on the proposed route will be crossed at an elevation 144 feet lower than the present route. The proposed route has only seven curves, with a maximum degree of 1° 30', as compared with an estimated 26 curves if the present highway were improved, with a maximum curvature of 6°.

The new route can be built without any interference either to traffic or the Union Pacific Railroad, which is a great advantage.

It is recommended that we proceed with the ultimate detailed location survey, the preparation of right-of-way agreements, and all things necessary to get the project in readiness for contract letting when funds are available.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. N. G. Smith
Mr. C. W. Enfield

FORM E-30 3DM 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7th, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith map and profile and preliminary report from J. C. Hiatt on the Meacham-Glover Section and a comparison with the reconnaissance estimate by Waller for the revision of the present route.

Hiatt's route is 1.22 miles shorter and $140,000 cheaper. The great advantage of Hiatt's route is, of course, that it can be built without disturbing existing traffic except at the tie-in at Glover, and that there would be no conflict with the railroad, whereas, the revision of the existing line would be under construction and a serious deterent to traffic for at least two years.

The fact that Waller is attempting to reduce the very heavy curvature to six degrees necessitates channel changes and high fills adjacent to the railroad with very heavy rock cuts.

Snow removal on Hiatt's line by rotary plow will be greatly simplified, since the snow can be thrown both ways without any danger from the railroad.

Hiatt's line is advantageous in practically every respect except he has 28 stations of six percent grade.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

RECEIVED
JUN 7 1954
Office of
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 2, 1954
SUBJECT:

NOTED

To:

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Dear Mr. Parson:

I am handing you a preliminary estimate of cost of the Meacham (M.P. 263.86)-Glover Section, consisting of the following records.

1 - Sketch Map (on velum), 1" equals 1675'
1 - Profile (on velum), Horiz. 1" equals 2000', Vert. 1" equals 200'
1 - Estimate of Cost Sheet, in 1 mile units
1 - Table of Comparative Information.

Unit costs used for this report are the same as those used by Mr. Waller in his reconnaissance report of November 1950, with the exception of "surfacing", which was increased to $55,000 per mile (2 Lane) for each line. The estimate of cost for Mr. Waller's line, following the existing route, was further increased to provide for 3 Lane Road on grades over 3%, making a total increase over the 1950 estimate of $150,180.

Very truly yours,

J. C. Hiatt
Resident Engineer

JCH:fd

FORM E-30 25M 9-51 88318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 2, 1954

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Salem, Oregon

~~Attention: E. A. Pease~~

Dear Mr. Pease:

Attached you will find a preliminary Estimate of Cost, Meacham-Glover Section, Old Oregon Trail. In addition to the estimate, you will find copy of a letter from Resident Engineer Hiatt, one sketch map (1" equals 1675'), one profile, and one Table of Comparative Information.

The quantities reflected by the estimate are based upon Hiatt's preliminary investigation. In discussing this with him, he stated that he is sure that the quantities estimated will not vary greatly from the location quantities. As you know, the Resident Engineer has given this location considerable study and we presume that after comparing with Waller's reconnaissance, you will grant authorization to proceed with the location as planned.

We should know at an early date whether or not Hiatt should proceed. Will you please advise.

Very truly yours,

A. F. Parson
Division Engineer

by CD Cannon

C. D. Cannon
Office Engineer

CDC:fd

Constr. Dept. has another copy of this.

Form E-147-6M-7-50

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

Preliminary Estimate

June 1954 Meacham - Glover Section

State Printing Dept. 41341

								Am
Item	Unit	Price		(.14) Mile 264	265	266	267	268
Clearing & Grubbing	Acre	400	00	—	2,800	4,000	4,800	4,800
Exc. Unclass.	C.Y.	0	50	250	45,000	201,000	42,500	25,000
Exc. Structural	C.Y.	3	20	—	224	544	640	384
Over Haul					4,600	25,000	5,000	3,000
Rounding Cutbanks	Lin. Ft.	0	15		300	390	225	540
Finishing	Mile	500	00	70	500	500	500	500
18" Culv. Pipe	Lin. Ft.	3	00		240	1,440	2,505	690
36" " "	Lin Ft.	10	00		1,650	1,900		2,100
48" " "	Lin Ft.	20	00					
Class "A" Conc.	C.Y.	56	00					
Reinf. Steel	Lb.	0	10					
Glover Oxing								
Surfacing (2 Lane)	Mile	55,000	00				41,250	55,000
Surfacing (3 Lane)	Mile	65,000	00	9,100	65,000	65,000	16,250	
Fence	Mile	1,900	00	266	1,900	1,900	1,900	1,900
Right of Way	Acre	20	00		600	600	600	600
Cabin on R/W								
				9,686	122,814	300,274	116,170	94,514
		+12½%		1,211	15,352	37,534	14,521	11,814
					138,166	337,808	130,691	106,328

on J.C. Hiatt Res. Engr.

SHEET .... OF .... SHEETS

Amounts per Mile

							(.74)	Totals	
7	268	269	270	271	272	273	274	Quantity	$
0	4,800	4,000	4,000	4,800	4,400	2,800	400	92	36,800
0	25,000	12,500	17,000	28,000	62,000	36,000	105,000	1,148,500	574,250
0	384	256	224	320	288	416	96	1,060	3,392
00	3,000	1,400	2,000	3,100	7,000	4,000	15,000	All	68,100
5	540	330	570	450	390	150	90	22,900	3,435
0	500	500	500	500	500	500	370	9.88	4,940
5	690	750	870	1,200	1,050	750	360	3,285	9,855
	2,100	960				1,700		831	8,310
						1,600		80	1,600
							11,760	210	11,760
							4,436	44,360	4,436
							45,000	1	45,000
50	55,000	55,000	55,000	55,000	5,500		40,700	5.59	307,450
50					58,500	65,000		4.29	278,850
00	1,900	1,900	1,672	1,140				6.62	12,578
00	600	600	520	360			80	198	3,960
			1,000					1	1,000
70	94,514	78,196	83,356	94,870	139,628	112,916	223,292		1,375,716
521	11,814	9,775	10,419	11,859	17,454	14,114	27,911		171,964
691	106,328	87,971	93,775	106,729	157,082	127,030	251,203		
							Grand	Total	1,547,680

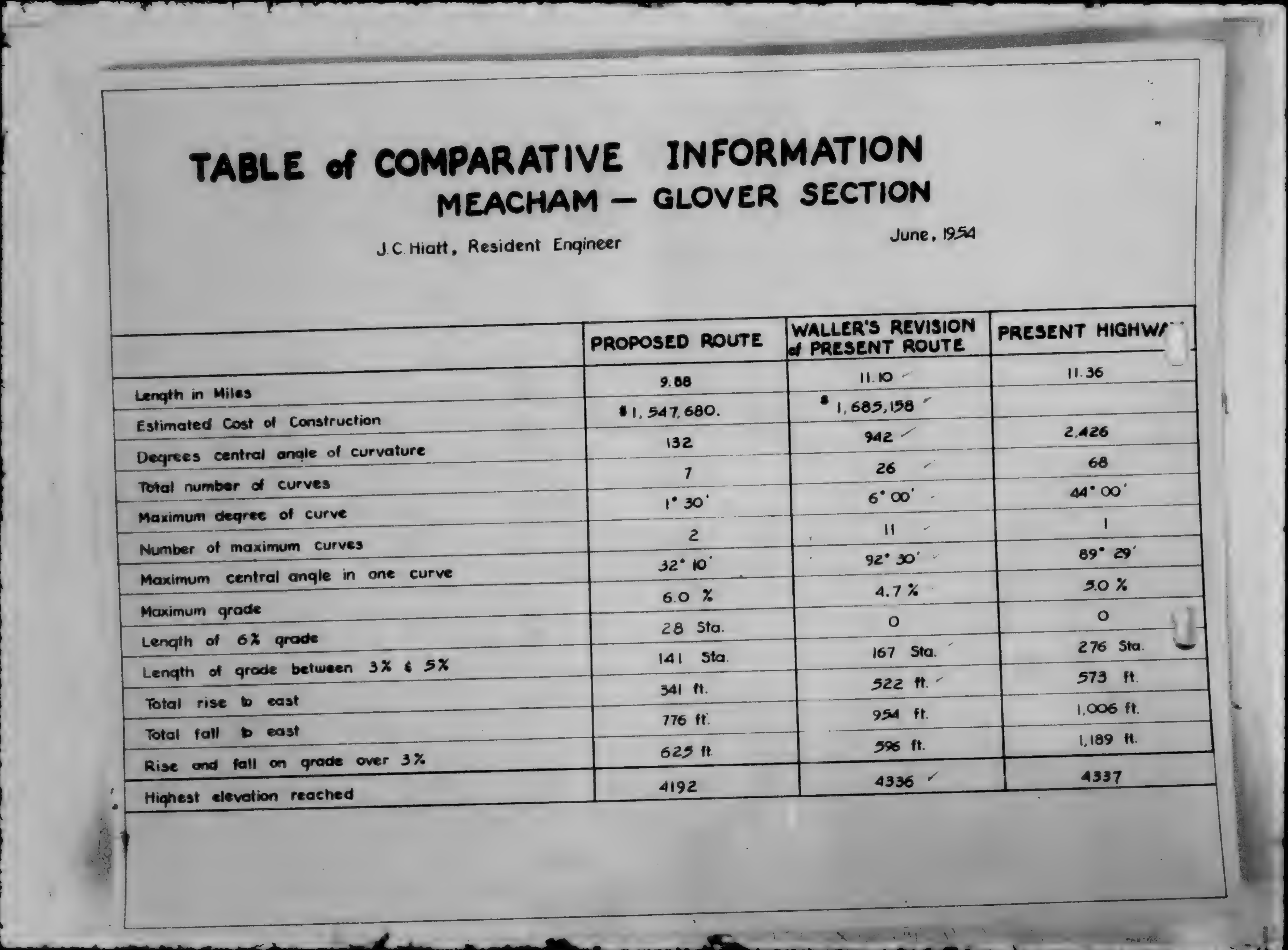


TABLE of COMPARATIVE INFORMATION

MEACHAM — GLOVER SECTION

J.C. Hiatt, Resident Engineer

June, 1954

	PROPOSED ROUTE	WALLER'S REVISION of PRESENT ROUTE	PRESENT HIGHWA
Length in Miles	9.88	11.10	11.36
Estimated Cost of Construction	$1,547,680.	$1,685,158	
Degrees central angle of curvature	132	942	2,426
Total number of curves	7	26	68
Maximum degree of curve	1° 30'	6° 00'	44° 00'
Number of maximum curves	2	11	1
Maximum central angle in one curve	32° 10'	92° 30'	89° 29'
Maximum grade	6.0 %	4.7 %	5.0 %
Length of 6% grade	28 Sta.	0	0
Length of grade between 3% & 5%	141 Sta.	167 Sta.	276 Sta.
Total rise to east	341 ft.	522 ft.	573 ft.
Total fall to east	776 ft.	954 ft.	1,006 ft.
Rise and fall on grade over 3%	625 ft.	596 ft.	1,189 ft.
Highest elevation reached	4192	4336	4337

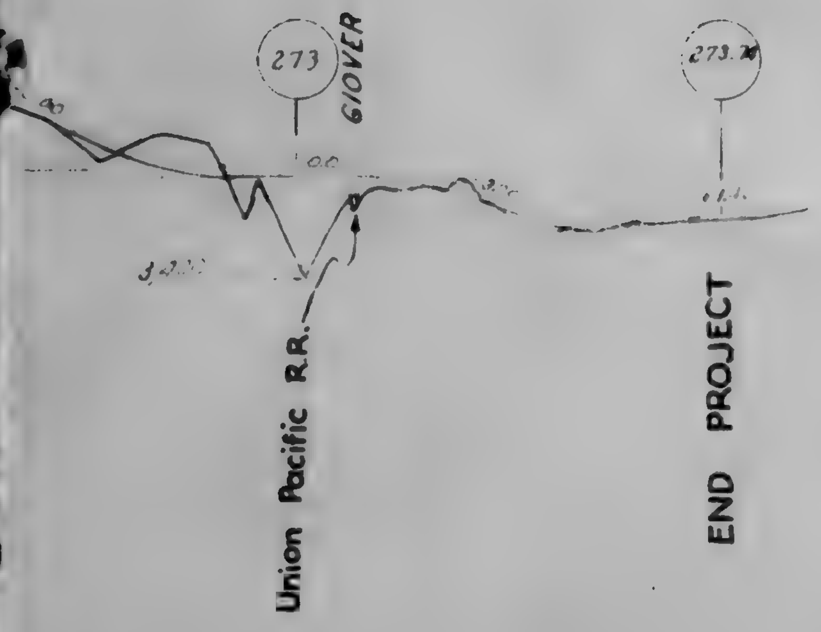
Oregon State Highway Department

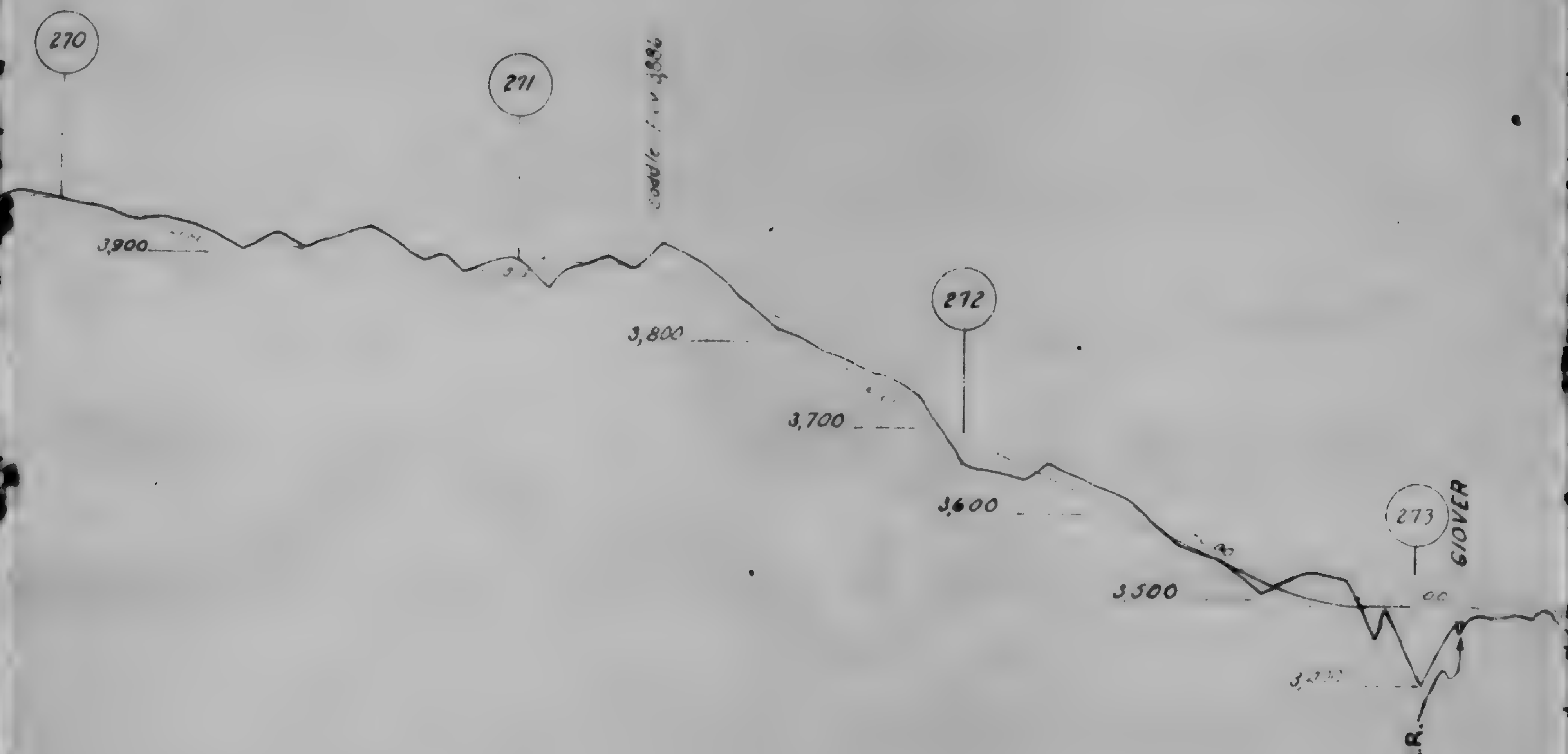
OLD OREGON TRAIL HIGHWAY
UMATILLA & UNION COUNTIES
MEACHAM - GLOVER SECT.
PROFILE

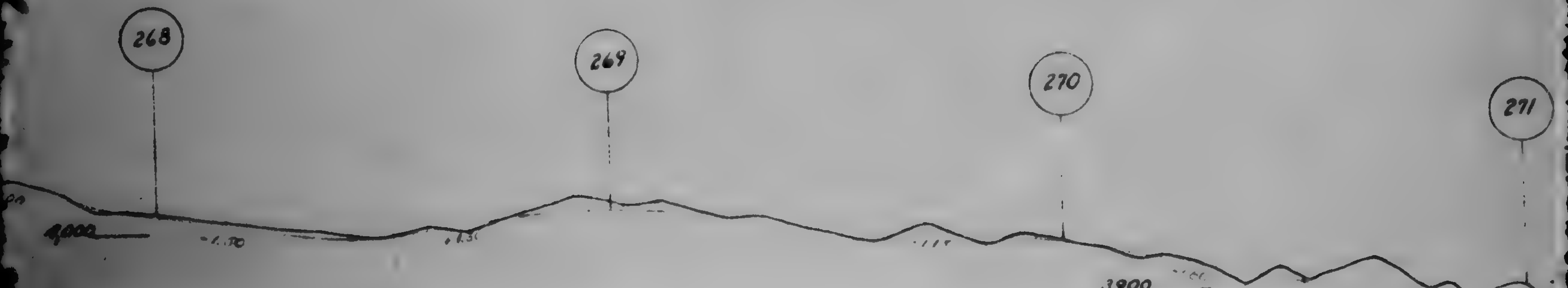
PROPOSED LOCATED LINE
M.P. 263.86 — M.P. 273.74

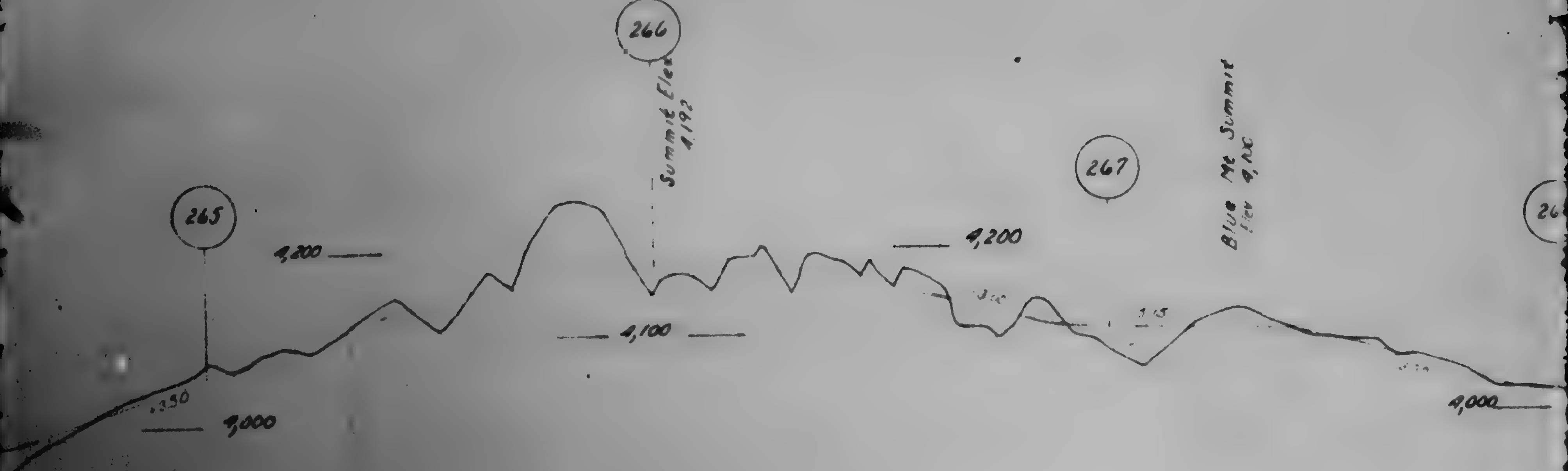
Scale: Horiz. 1" = 2000'
Vert. 1" = 200'

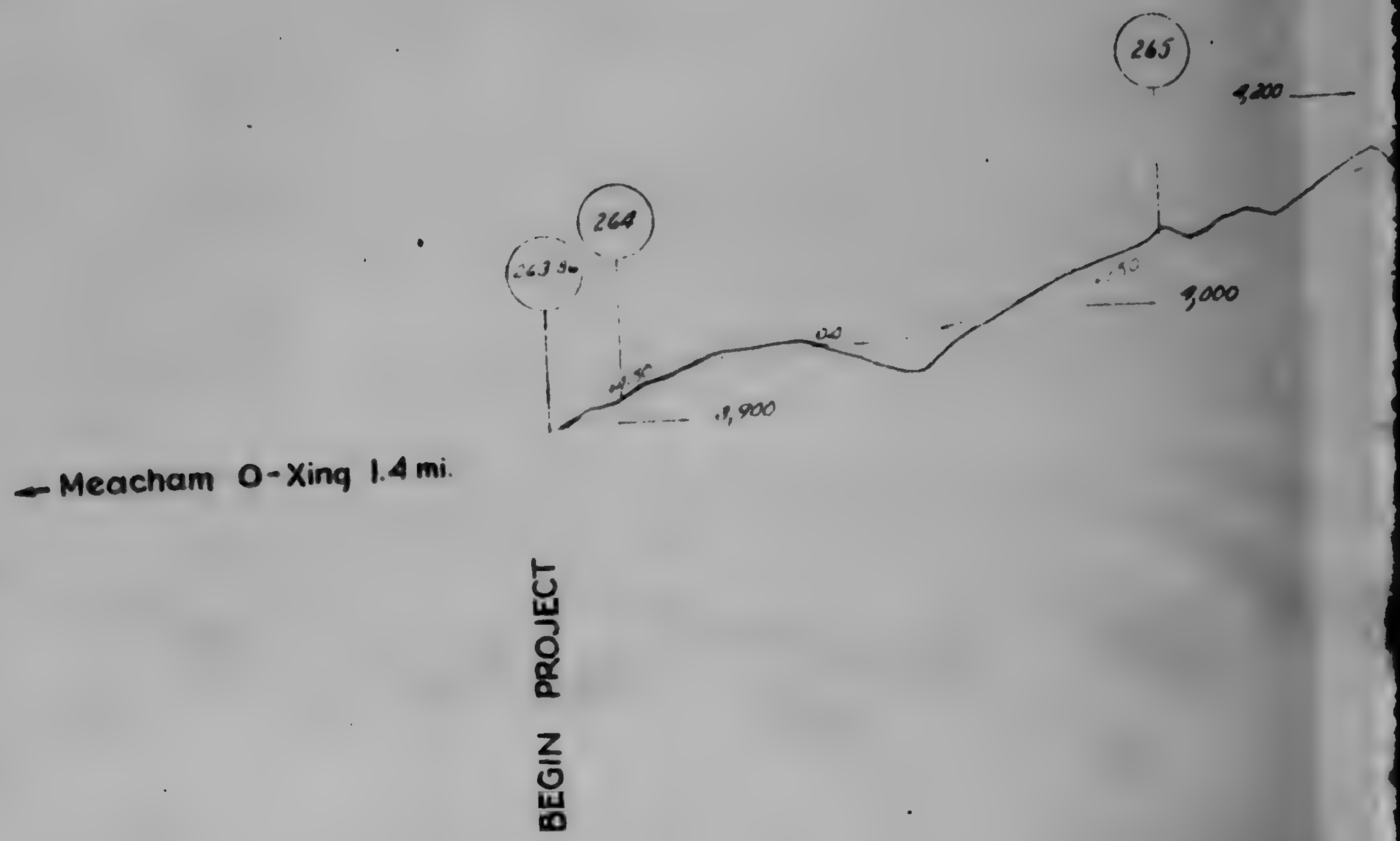
J.C. Hiatt, Resident Engineer June, 1954




270
271
Saddle Elev 3886
3,900
3,800
272
3,700
3,600
3,500
273
GLOVER
Union Pacific R.R.


268
269
270
271
4,000
3,900


265
266
Summit Elev
4,192
267
Blue Mt Summit
Elev
4,200
4,200
4,100
.350
4,000
4,000



265
4,200
264
263.90
3,000
.1,900
← Meacham O-Xing 1.4 mi.
BEGIN PROJECT

Oregon State Highway Department

OLD OREGON TRAIL HIGHWAY

UMATILLA & UNION COUNTIES

MEACHAM - GLOVER SECTION

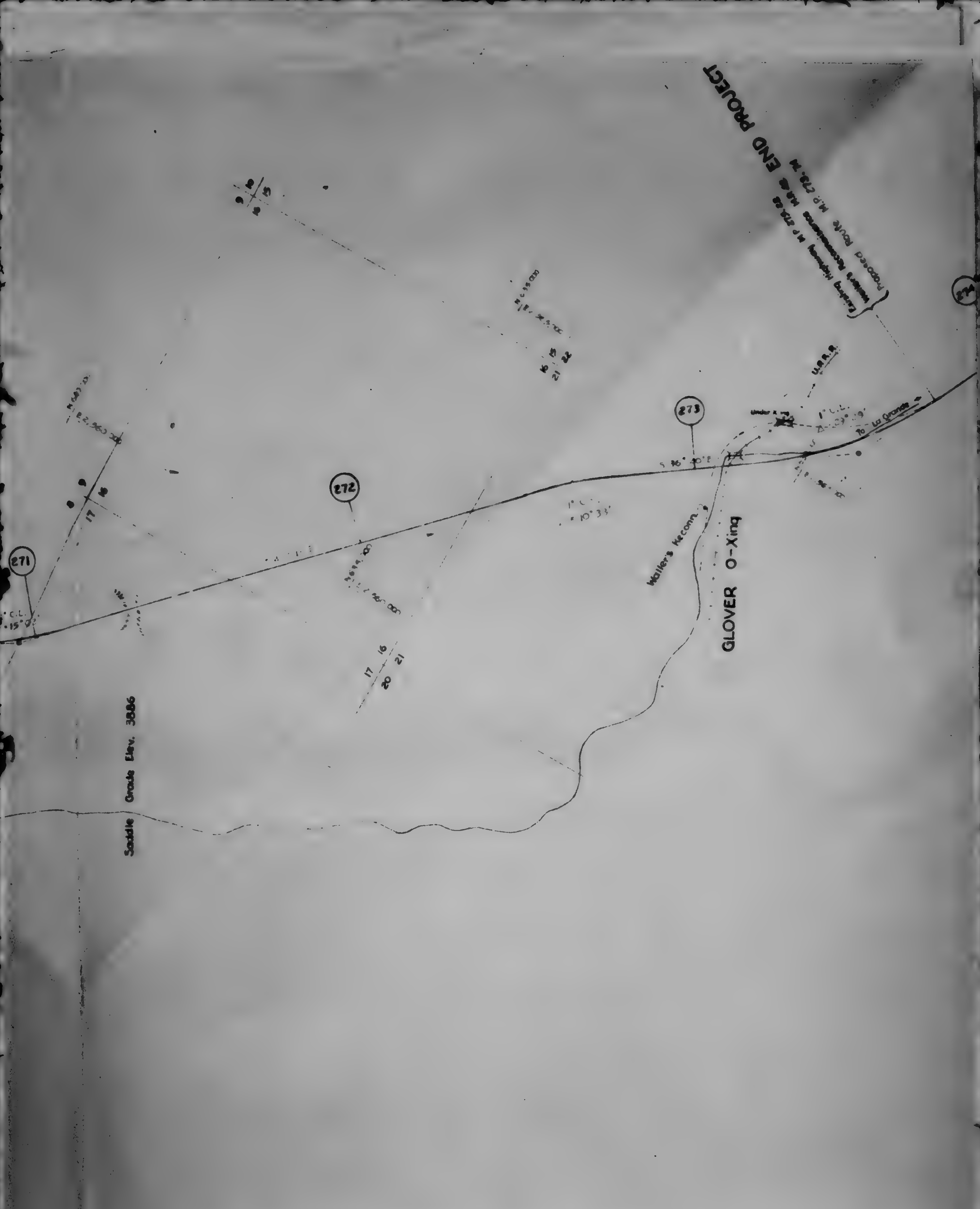
SKETCH MAP

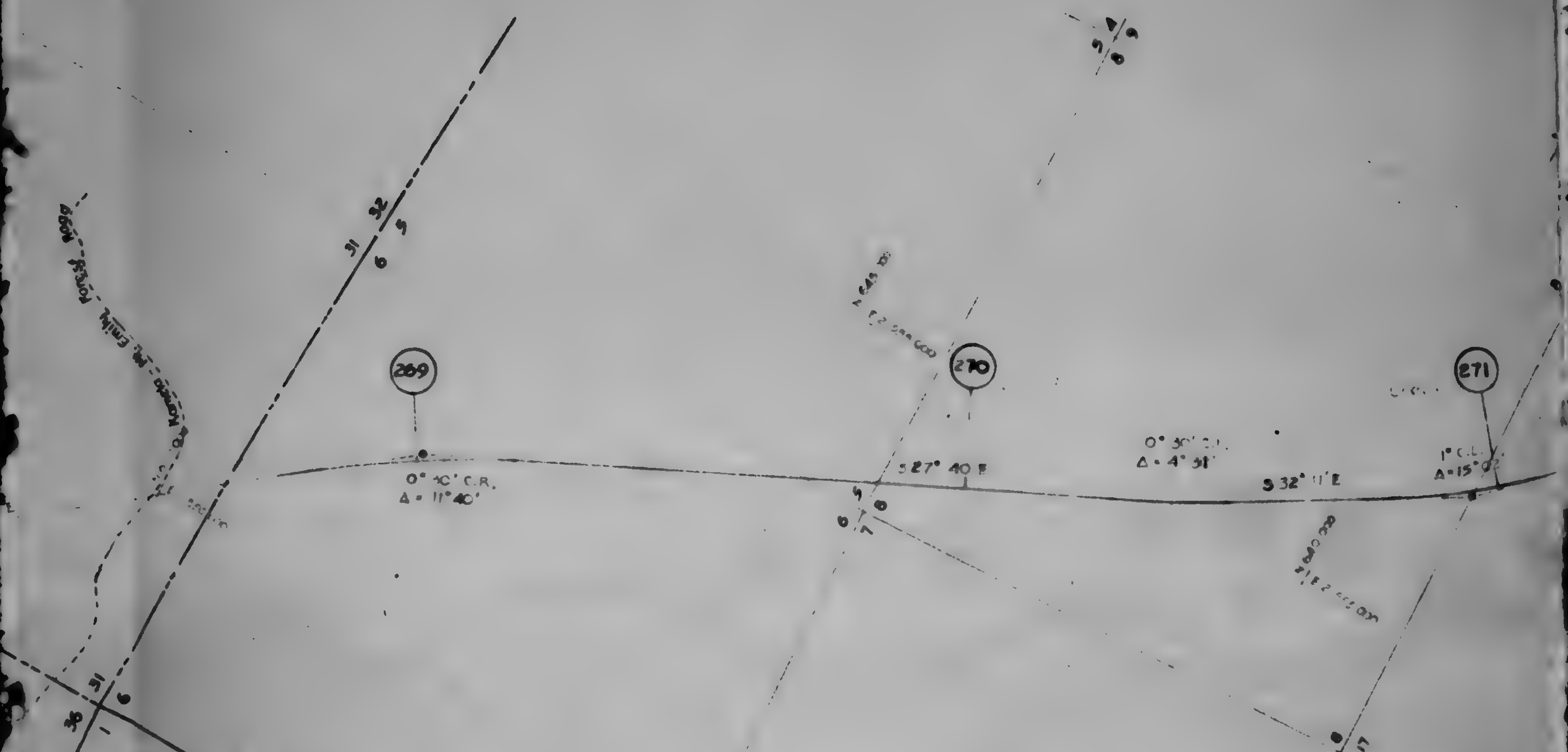
PROPOSED LOCATED LINE

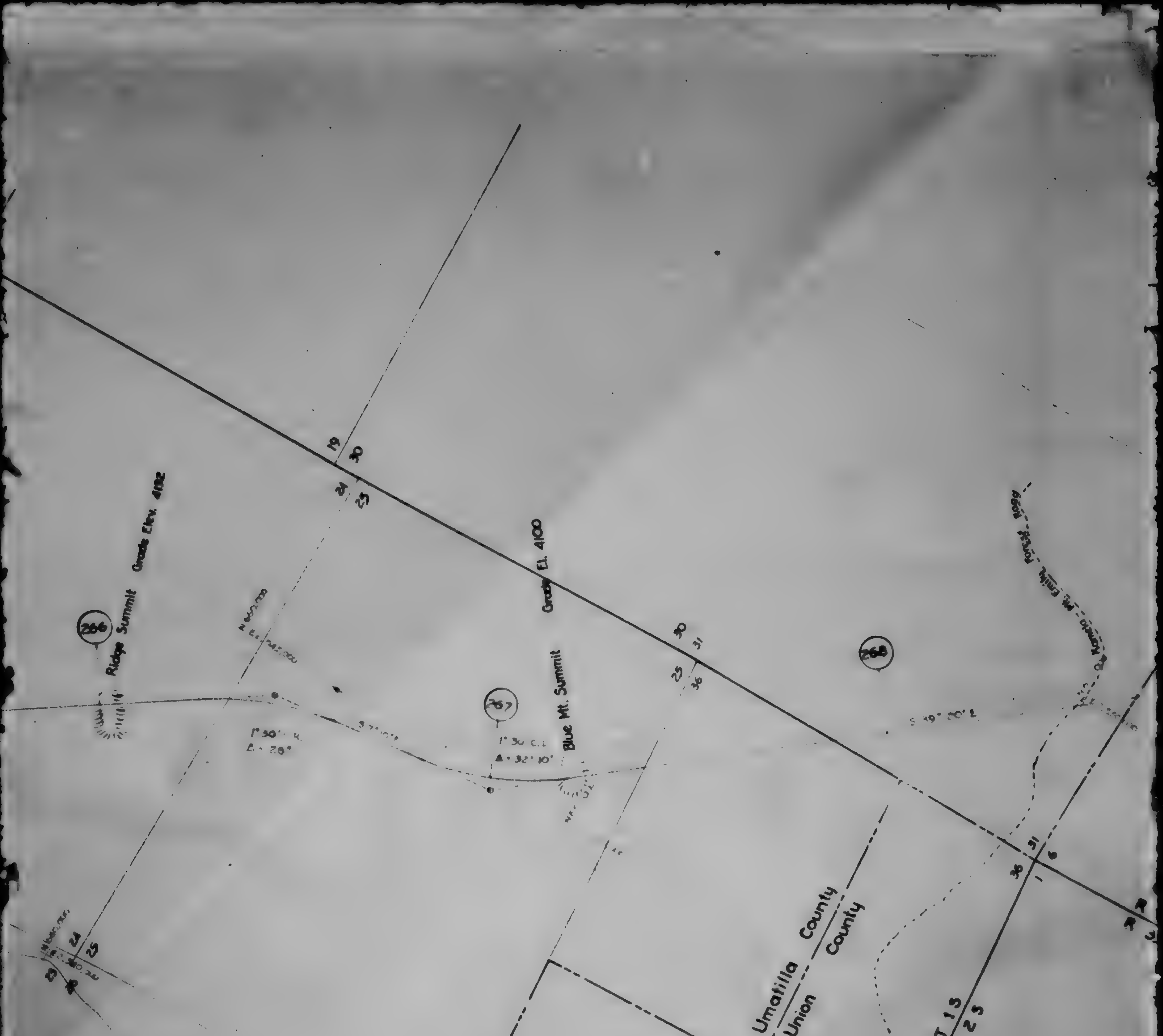
[illegible]

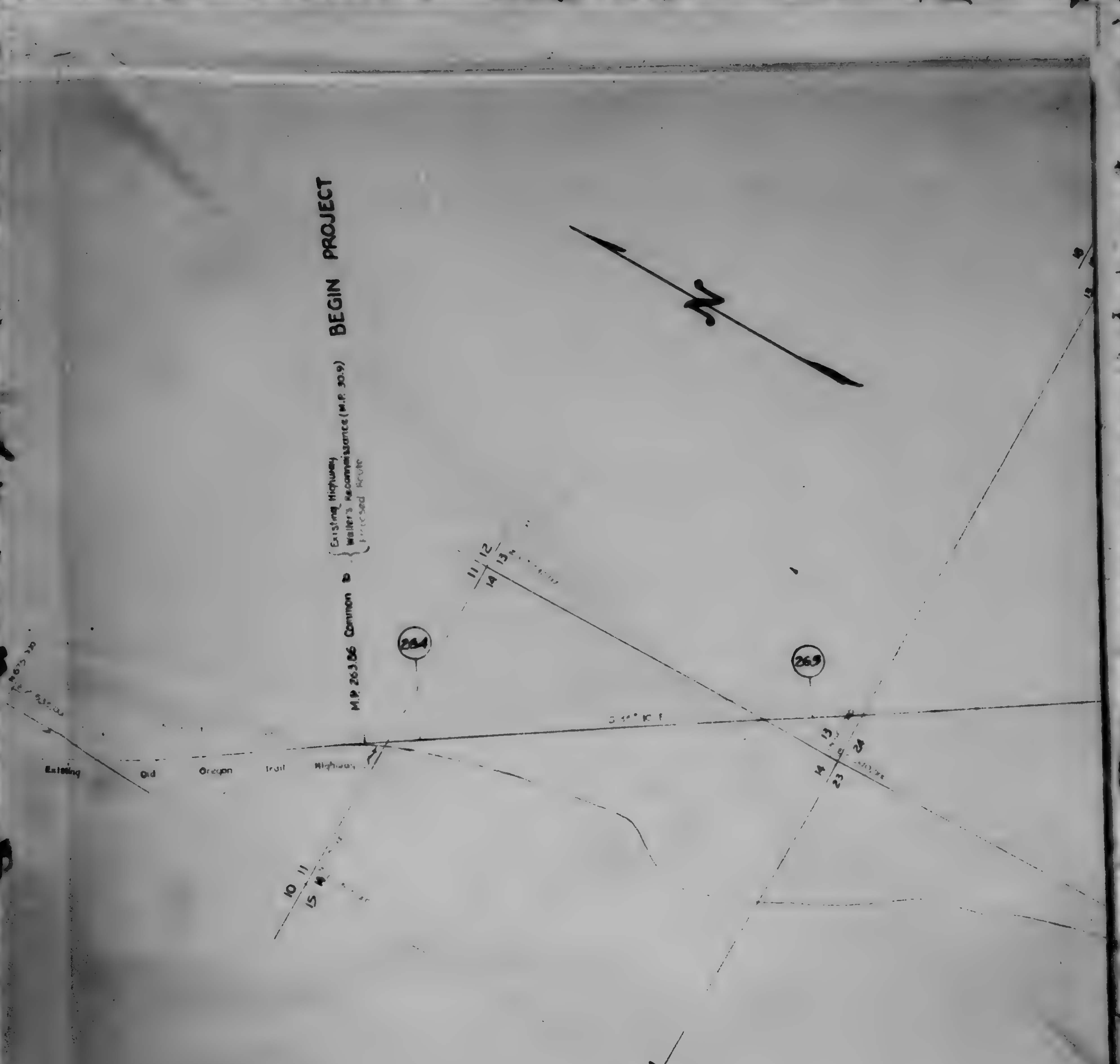
Scale 1" = [illegible]

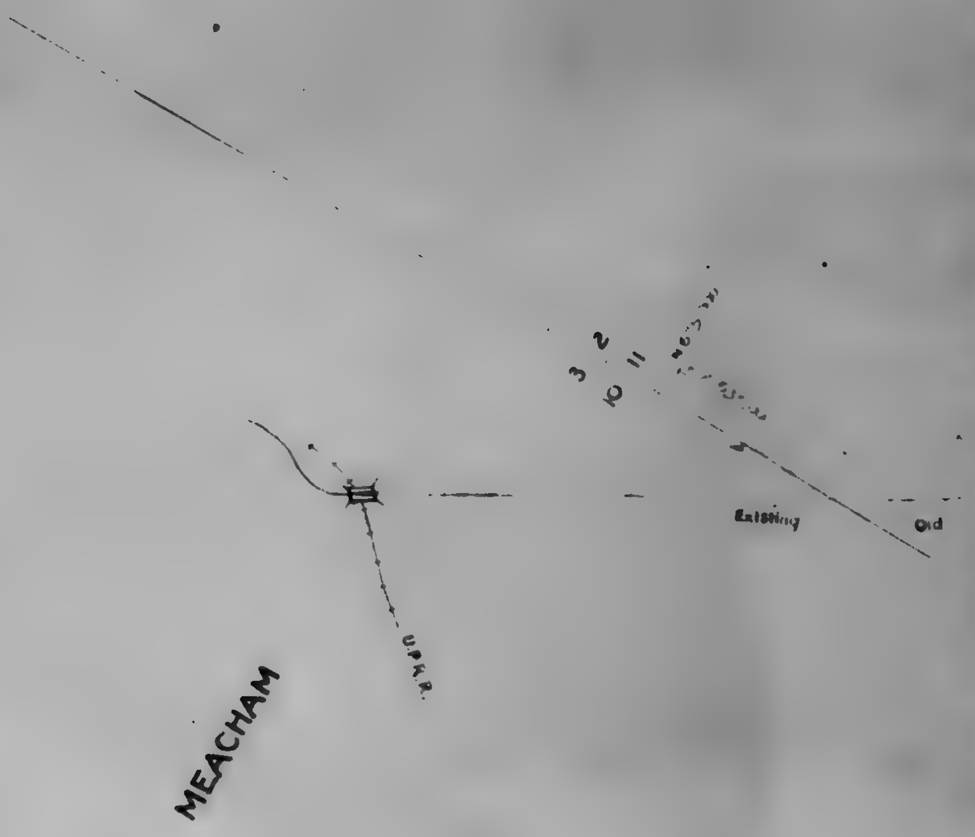
[illegible]


END PROJECT
Existing Highway M.P. 273.85
Walter's Reconnaissance M.P. 273.85
Proposed Route M.P. 273.34
274
273
272
271
U.P.R.R.
Under X-ing
To La Grande
GLOVER O-Xing
Walter's Recon.
Saddle Grade Elev. 3886
1° C.L.
= 10°33'
S 76° 40' E
17 16
20 21
16 15
21 22
9 10
16 15
8 9
17 16
15°0'


To Kamela - Mt. Emily Forest Road
31 32
6 5
269
0° 40' C.R.
Δ = 11° 40'
270
S 27° 40' E
0° 30' C.L.
Δ = 4° 51'
S 32° 11' E
271
1° C.L.
Δ = 15° 02'
5 8
6 7
8 17
7
36 31
1 6
R 36 E. WM
R 35 E. WM
6 7
1 12


19
30
24
25
Ridge Summit Grade Elev. 4192
266
Grade El. 4100
Blue Mt. Summit
267
1° 30' C.L.
Δ = 32° 10'
1° 30'
Δ = 28°
30
31
25
36
268
S 49° 20' E
Kamela - Mt. Emily Forest Road
31
6
36
1
Umatilla County
Union County
T 1 S
T 2 S
24
25
26
25
35
36
U.P.R.R.
Kamela


BEGIN PROJECT
M.P. 263.06 Common to
Existing Highway
Walter's Reconnaissance (M.P. 30.9)
Proposed Route
N
264
265
Existing Old Oregon Trail Highway
11 12
14 13
10 11
15 14
14 13
23 24
15 14
22 23


3
2
10
11
Existing
Old
U.P.R.R.
MEACHAM

S-302(1) Yokum Bridge Sec. over Cow Creek, north of Canyonville 1955

#4537

S-302(1) Yokum Bridge Sec. over Cow Creek, north of Canyonville 1955

#537

FRANK ASHLEY, COUNTY COMMISSIONER
V. T. JACKSON, COUNTY JUDGE
HURON W. CLOUGH, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK
MORRIS C. BOWKER, ASSESSOR
BERT LAURANCE, TREASURER
FRED M. DARBY, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

NOTED
Harold C. Ayers

Contract 4537
S-302(1)

June 11, 1957

NOTED
John F. Hagemann

Mr. John F. Hagemann
Asst. Engr., County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Your letter of June 7th, 1957, wherein the final cost of the Yokum Bridge Section of FAS 244, stating that there is a balance of $2,608.03 due from the State Highway Department to Douglas County and suggesting that the State apply this amount on the $3,175.00 due on the Pruner Bridge and leaving a balance of $566.97 to be paid to the State Highway Department after July 1st, received favorable action by the Douglas County Court.

Will you please make the transfer of the funds to the Pruner Bridge account and send us the credit memo.

Very truly yours,

Al. H. May

Al. H. May
Douglas County Engineer

AHM/hb

NOTED
[illegible]

O.K. Acct'g Div.
sends memo
F.H.

RECEIVED
JUN 12 1957
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 12 1957
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWE[illegible]

Form A-180—1084—5-56

V. R. JONES

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
JUN 10 1957

Invoice No. 50942

Date June 7, 1957

Your Req. No.

Billing Request No. cc-330
510-1014-297-$3,391.97
Credit distribution:
510-1036-297- 2,608.03

Douglas County
Roseburg, Oregon

Yokum Bridge Section, FAS 244, covered by agreement dated Sept., 1955.

Original Advance Deposit	$32,750.00	
Less amount previously transferred	26,750.00	
Balance in Advance Deposit Fund		$6,000.00
County share total cost as per attached statement	30,141.97	
Less amount previously transferred	26,750.00	
Balance		3,391.97
To be retained		$2,608.03

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 96055

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.
cc: Mr. Al H. May, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 7, 1957

NOTED
John F. Hagemann

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

Final costs on the Yokum Bridge Section of FAS 244 are now available and it has been determined that the agreed county share of these costs is $30,141.97 as shown in the attached statement. As the county initially deposited $32,750, a refund of $2,608.03 is due.

If the county has no objection we will retain this refund and apply it against the $3,175 due the state for the balance of the advance deposit required in connection with the Pruner Bridge on FAS 244. This will leave a balance of $566.97 to be deposited by the county for the Pruner Bridge project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.
cc: Mr. Al E. May, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County [illegible] Contract No. [illegible] Date [illegible]

FAS [illegible] Section [illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	all	$[illegible]	all	$ [illegible]
2. Roadway excav., unclass.	c.y.	[illegible]	[illegible].4	[illegible]
3. Borrow excav.	c.y.	[illegible].34	[illegible]	[illegible]
4. Short overhaul	yd. sta.	[illegible]	[illegible]	[illegible]
5. [illegible]	[illegible]-yd. sta.	[illegible]	133.3	[illegible]
6. Finishing roadbed & slopes	mile	[illegible]	[illegible].7	[illegible]
7. 12" concrete pipe	l.f.	3.[illegible]	156	[illegible]
8. 18"	l.f.	4.[illegible]	255	1,[illegible]
9. [illegible]	c.y.	[illegible]	5,52[illegible]	4,[illegible]
10. Selected roadbed topping	yd. mile	[illegible]	[illegible]	[illegible]
11. Hauling	c.y.	2.[illegible]	3,343	[illegible]
12. Crushed run mat'l. in base	c.y.	3.[illegible]	735	[illegible]
13. 3/4"-0" mat'l. in base	M. gal.	3.[illegible]	272.4	[illegible]
14. Sprinkling	all	[illegible]	all	[illegible]
15. Shoring, cribbing, etc.	c.y.	[illegible]	333.7[illegible]	[illegible]
16. Structural excav.	c.y.	[illegible]	[illegible]	[illegible]
17. Excav. below elevation shown	c.y.	[illegible]	1,[illegible]	[illegible]
18. Class A concrete	lb.	[illegible]	[illegible]	[illegible]
19. Metal reinforcement	l.f.	4.[illegible]	73	[illegible]
20. 8" metal drain pipe	sack	[illegible]	[illegible]	[illegible]
FA 1 Cement adjustment	c.y.	2.6[illegible]	[illegible]	[illegible]
FA 2 Riprap				[illegible]
SC 1 Flagging (State share)				
Subtotal				$144,323.93
Construction Engineering				[illegible]
TOTAL CONSTRUCTION COSTS				$1[illegible],243.94
FEDERAL FUNDS COLLECTED FOR PROJECT				$ [illegible]

[illegible] COUNTY SHARE OF TOTAL COSTS

($1[illegible],243.94 - $[illegible]) × 1/2 = $3[illegible],141.97

County Advance Deposit = $32,7[illegible]

Less County Share Costs = [illegible],141.97

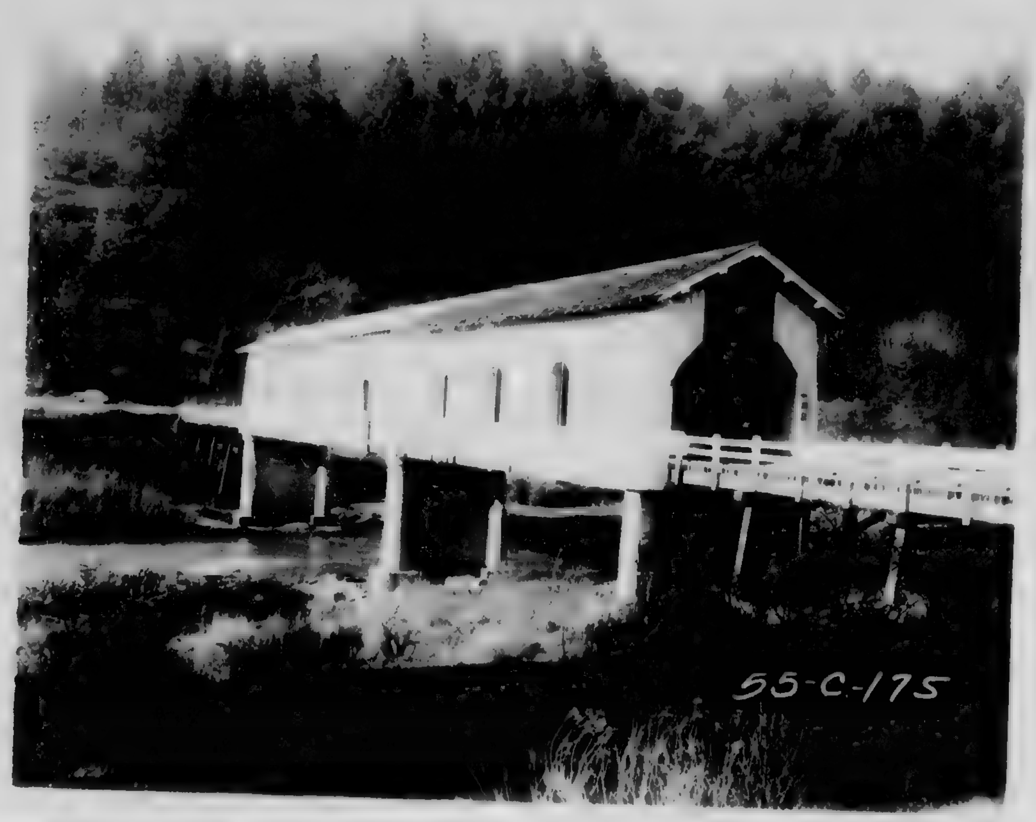
REFUND DUE COUNTY......... $ 2,6[illegible]

JFH:am

Yocum Bridge
from East End

FAS 244, Douglas County

1/12/55



7/11/57

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 14, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4537	13-Final	Tom Lillebo, Assigns Tom Lillebo Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3015	H-173360	$ 13,189.07	2/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Dec. 20, 1956

Completion Date: Dec. 20, 1956

Date Accepted: Jan. 22, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: FEB 15 1957

Ruth Rawlings

RECEIVED
FEB 5 1957
FOR FILING

F-2(1)

4537

February 5, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

State highway contract No. 4537 for work performed on the Yokum Bridge section of the Yokum Road in Douglas County was completed by the contractor Tom Lillebo, on December 20, 1956 and was formally accepted by the Highway Commission on January 22, 1957.

Final payment in the amount of $13,189.07 will be released to the contractor, Tom Lillebo, assigned to Tom Lillebo Construction Co., on or after February 15, 1957. The total contract amount is $144,323.93, of which amount $1,151.59 represents force account work.

The State is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
2-5-57

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 31 1957
FOR FILING

32(1)

4537

January 30, 1957

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 22 had under discussion your request for an extension of time from October 31 to December 20, 1956 within which to complete your contract No. 4537, covering the Yokum Bridge Section over Cow Creek on the Yokum Road in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

January 28, 1957

NOTED
Harold C. A[illegible]

Douglas County Court
Courthouse
Roseburg, Oregon

Gentlemen:

This is to advise you that work on Contract No. 4537, the Yokum Bridge section of FAS 244 in Douglas County was completed on December 20, 1956.

Under the terms of the maintenance agreement signed by the Court on September 13, 1955 and by the Highway Commission on September 22, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County & City Relations

JDG:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
JAN 15 1957
FOR FILING
362(1)

4227

January 14, 1957

Request for extension of time
No. 9
January 22 and 23, 1957 meeting

Oregon State Highway Commission

Gentlemen:

Re: Yokum Bridge in Douglas County
Contract No. 4227

Tom Lillebo, contractor on the Yokum Bridge over Cow Creek on the Yokum Road in Douglas County, has requested a second extension of time from October 31, 1956, to December 20, 1956, the date of completion.

All work was practically completed on this contract before the expiration of the first time extension with the exception of placing a considerable amount of riprap which was not included in the original contract. Placing of this riprap required additional time beyond the first extension date.

It is recommended that this second extension be granted without penalty. This is a Federal-aid secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

FHE/mm
Attached

A

RECEIVED
DEC 6 1956
FOR FILING

5 302 (1)

4537

November 21, 1956

Glens Falls Indemnity Company
Rodgers Insurance Agency, Inc., Agents
803 Title and Trust Building
Portland 4, Oregon

Attention: Mr. Allyn R. Hunter
Attorney in Fact

Gentlemen:

As requested in your telephone conversation with my assistant, Mr. Floyd Query, this afternoon, I am returning to you herewith two copies of each of the following assignment forms whereby Tom Lillebo, an individual, assigns to Tom Lillebo Construction Company State Highway Contracts Nos. 4564, 4356, and 4537. You understand from your conversation with the State Insurance Commissioner, Mr. Robert Taylor, just what is required to satisfy his office. Please make the necessary corrections and return all copies of these assignments to me for further handling.

Thanking you for your early attention to this matter, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

Encls.

~~Form~~ A-150—10M—12-54

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

Douglas County
Roseburg, Oregon

Attn: County Court

RECEIVED
OCT 1[illegible] 1955
ENGINEER
CO[illegible] RELATIONS

Invoice No. 41806

Date October 11, 1955

Your Req. No.

Billing Request No. co-194

Credit distribution: 510-1014-297

Advance Deposit	32,750.00
Partial Transfer county's share of total cost. Yokum Bridge Section of FAS 244, Douglas County, covered by agreement dated September, 1955	26,750.00
To be retained	$ 6,000.00

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R

NOTED
J. W. CATTRALL

October 7, 1955

NOTED
Harold C. Ayers

Douglas County Court
Court House
Roseburg, Oregon

NOTED
[illegible]

Gentlemen:

This is to acknowledge receipt of an advance deposit of $32,750 in connection with the Yokum Bridge Section of FAS 244. Contract No. 4537 has been awarded to Tom Lillebo and a copy of the contract will be forwarded as soon as possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
October 4, 1955

Mr. C. H. Maison
Accounting Division

NOTED
Harold C. Ayers

Attached is Douglas County Check No. 10150 in the amount of $32,750 which sum represents the county's advance deposit on the Yocum Bridge section of FAS 244 in Douglas County.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:mm
Att.

cc: Mr. W. C. Williams

NOTED
J. F. HAGEMANN

Cont. # 4537
Prefix 510-1014

Salem, Oregon
October 4, 1955

Mr. P. M. Stephenson
Bridge Engineer

This office has received this date a check from Douglas County in the amount of $32,750 representing the county's advance deposit on the Yokum Bridge section of FAS 244 in Douglas County. The county has also advised that all right-of-way has been either obtained by deed or condemned.

The above project is now clear for award of contract.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:mm

cc: W. C. Williams
S. H. Probert

E. R. METZGER, COUNTY COMMISSIONER
CARL C. HILL, COUNTY JUDGE
FRANK ASHLEY, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
MORRIS C. BOWKER, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT.
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

October 3, 1955

Oregon State Highway Department
Salem, Oregon.

Attention Mr. John W. Cattrall
Engineer County and City Relations.

Gentlemen:

Reference is made to construction of the Yokum Bridge section of FAS 244, and your letter of the 23rd.

Enclosed is check covering Douglas County's advance deposit of $32,750, in accordance with the agreement we signed on September 13th.

With reference to right of way for realignment of the road, we have a warranty deed from Freida C. and Walter R. Holmes. Resolutions for condemnation of the right of way through the Lawson and Church properties have been filed today.

Very truly yours,

COUNTY COURT OF DOUGLAS COUNTY, OREGON

By C C Hill County Judge

By E R Metzger Commissioner

By Frank Ashley Commissioner

ERM:w

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

September 23, 1955

Douglas County Court
Court House
Roseburg, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On September 23rd the Highway Commission received a satisfactory bid from Tom Lillebo of Reedsport for construction of the Yokum Bridge section of FAS 244. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items		$144,952.00
Anticipated Additional Items		
Flagging	$500.00	
Move Water Line	150.00	650.00
12-1/2% Engineering & Contingencies		18,200.25
Estimated Total Cost		$163,802.25
County's Deposit of 20%		$ 32,750.00

Please make this advance deposit by means of a check or warrant in the amount of $32,750 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying all R/W has been obtained, a contract will be signed.

Based on the best figures available at this time Douglas County has an unprogrammed balance of fiscal year 1957 FAS funds totaling approximately $120,000 (includes state, federal, and county funds). These funds are available for use on any additional project you wish to select.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

1

FORM E-120 30M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

S-3-2(1)

4537

October 9, 1956

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1956 to October 31, 1956 within which to complete your contract No. 4537, for bridge, grading and surfacing on the Yokum Bridge Section of the Yokum Road in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Morgan,
Division Engineer

H. E. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 20 1956
FOR FILING

C-302 (1)
4537

September 19, 1956

Request for extension of time
No. 24
September 27 and 28 meeting

Oregon State Highway Commission

Gentlemen:

Re: Cow Creek Bridge on Yokum Road
Douglas County
Contract No. 4537

Tom Lillebo, contractor on the Cow Creek Bridge on the Yokum Road in Douglas County, has requested an extension of time from August 31, 1956, to October 31, 1956, in which to complete the project. High water last winter washed out the contractor's falsework and cofferdams and made it necessary for him to discontinue operations for a period of time.

It is recommended that this extension be granted without penalty. This is a federal-aid secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson

PMS/mm

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1935
State [illegible]n
County Douglas
Project No. S-302(1)
4·27

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 19th day of July, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.786 miles of grading, drainage, 2-lane low type surfacing,
(Character of work)
and bridge construction,
between F.A. Route 3 approximately 4.5 miles south of Myrtle Creek and F.A. Route 3 approximately 7.5 miles south of Myrtle Creek,
consisting of 0.707 miles of roadway and one bridge~~s~~ totaling 0.079 miles in length.
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-eight thousand, eight hundred and 00/100 dollars ($98,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-nine thousand, four hundred forty-seven and 20/100 dollars ($159,447.20).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

-33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-302(1)

YOKUM BRIDGE SECTION OF THE YOKUM ROAD IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1955

Type Code 2010
Roadway (Sta. 79+00 to Sta. 120+50) (Contract No. 4537)

All Required	Clearing and Grubbing		$ 5,000.00
140 cu. yds.	Drainage Excavation, Unclassified	$ 2.00	280.00
50,500 cu. yds.	General Excavation, Unclassified	0.34	17,170.00
76,400 yd. sta.	Short Overhaul	0.015	1,146.00
140 C-yd. sta.	Long Overhaul	0.70	98.00
0.71 mile	Finishing Roadbed and Slopes	800.00	568.00
30 lin. ft.	12 Inch Concrete Pipe	3.00	90.00
360 lin. ft.	18 Inch Concrete Pipe	4.25	1,530.00
5,900 cu. yds.	Selected Roadbed Topping	0.80	4,720.00
12,200 yd. mi.	Hauling Roadbed Topping	0.17	2,074.00
3,600 cu. yds.	Crusher-run Material in Base	2.00	7,200.00
800 cu. yds.	3/4" - 0 Material in Base	3.00	2,400.00
230 M-gal.	Sprinkling	3.00	690.00
	Subtotal		$ 42,966.00
	10% Engr. & Cont.		4,296.60
	Total		$ 47,262.60

Type Code X021
Yokum Bridge (Sta. 90+08 to Sta. 94+23) (Contract No. 4537)

All Required	Shoring, Cribbing, Etc.		$ 8,000.00
490 cu. yds.	Structural Excavation	$ 6.00	2,940.00
40 cu. yds.	Excavation Below Elevation Shown	10.00	400.00
1,050 cu. yds.	Class "A" Concrete	60.00	63,000.00
239,000 lbs.	Metal Reinforcement	0.114	27,246.00
100 lin. ft.	8 Inch Metal Drain Pipe	4.00	400.00
	Subtotal		$101,986.00
	10% Engr. & Cont.		10,198.60
	Total		$112,184.60

707
Length of Roadway 0.702 Mile
Length of Structure ~~0.084~~ Mile 0.079
Total Length 0.786 Mile
Cost of Roadway per Mile ~~$67,325.64~~
66,849.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 47,262.60	$29,286.00	$ 8,988.30	$ 8,988.30
Structure	112,184.60	69,514.00	21,335.30	21,335.30
	$159,447.20	$98,800.00	$30,323.60	$30,323.60

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary Funds have been deposited by Douglas County with the Highway Department.

RECEIVED
OCT 17 1955
FOR FILING

S-302 (1)
4537

October 17, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4537, which was awarded to you by the State Highway Commission on October 4, covering the Yokum Bridge Section of the Yokum Road in Douglas County.

We are also sending a copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 12 1955
FOR FILING

5-302(1)
1537

Salem, Oregon
October 5, 1955

Mr. John W. Cattrall
City & County Relations Dept. Maint. 255
Office Finance 106

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Douglas County covering the Yokum Bridge Section of the Yokum Road, FAS 244.

A fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one copy of each has been sent to the County Court of Douglas County.

Very truly yours

Secretary

rn
Attach: 5

RECEIVED
OCT 6 1955
FOR FILING

5-302(1)

4537

October 5, 1955

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Douglas County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Douglas County covering the Yokum Bridge Section of Yokum Road, FAS 244.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 27 1955
FOR FILING

S-30 A (1)
4537

October 4, 1955

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on September 23, 1955 accepted your proposal for grading and surfacing of highway roadbed and construction of Yokum Bridge over Cow Creek, in Douglas County for the sum of $144,952.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4537.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

hlm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

Pac. Builder & Engineer, Inc.
2418 Third Ave.
Seattle 1, Wash.
Att. Dorothy McCormack

NOTED
J. Mc C.

RECEIVED
OCT [illegible] 1955
FOR FILING

FORM E30—50M—10 54—79485

OREGON STATE HIGHWAY DEPARTMENT

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 4, 1955
11:00 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for Yokum Bridge Section, Douglas County, for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

RHP:mm
Att.

cc: Mr. W. C. Williams

RECEIVED
OCT 6 1955
FOR FILING
FORM 830—80M—10-54—79485

S-3 [illegible] (1)
45[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1955

SUBJECT:

To: Mr. C. H. Maison
Accounting Division

L

NOTED
W. C. WILLIAMS

Attached is Douglas County Check No. 10150 in the amount of $32,750 which sum represents the county's advance deposit on the Yocum Bridge section of FAS 244 in Douglas County.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

cc: Mr. W. C. Williams

RECEIVED
[illegible]
[illegible] ENGINEER

FORM 230—80M—10 54—79499

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer

This office has received this date a check from Douglas County in the amount of $32,750 representing the county's advance deposit on the Yokum Bridge section of FAS 244 in Douglas County. The county has also advised that all right-of-way has been either obtained by deed or condemned.

The above project is now clear for award of contract.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm

cc: W. C. Williams
S. H. Probert

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 23, 1955

NOTED
Harold C. A[illegible]

SUBJECT:

NOTED
J. W. CATTRALL

NOTED
Harold C. A[illegible]

NOTED
J. F. HAGEMANN

To: Forrest Cooper
Assistant Construction Engineer

Dear Sir:

I attach hereto copies of agreements executed by Douglas County for material to be used in the Yokum Bridge Section of the Yokum Road County FAS Project.

Specifications carry the provision that the county would furnish a source of material for the selected roadbed topping. In preparation of the plans for the project the county advised us that they would secure the right to take material from the Beckley and Thomas commercial bar.

They were unable to make such an agreement and in lieu thereof executed the attached agreements covering material left over centerline at Station 105. The material is suitable, the haul has been reduced approximately one mile and an attempt will be made to secure a rebate from the contractor in this regard. It will be an excellent trick if it can be accomplished.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
Encls.

RECEIVED
SEP 27 1955

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Riddle, Oregon
September 21, 1955

DOUGLAS COUNTY COURT
Roseburg, Oregon.

Gentlemen:

Permission is hereby granted to Douglas County and/or its agents, to remove up to 10,000 cubic yards of gravel from the bar known as Volkum Bar on my property in Section 19, Township 30 South, Range 5 West, and lying on the north side of the South Umpqua River.

It is understood that Douglas County will pay for said gravel at the rate of 10¢ (Cents) per cubic yard, truck measure.

Very truly yours,

Pearl A. Lawson
A W Lawson

cc Oregon State Highway Dept.

NOTED
J. W. CATTRALL

September 19, 1955

NOTED
Harold C. Ayers

Honorable C. C. Hill
Douglas County Judge
Court House
Roseburg, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of executed documents covering the Yokum Bridge section of FAS 244.

Our records show that a fully executed copy of the agreement covering the Fords Bridge unit of the Myrtle Creek-Canyonville section of the Pacific Highway was mailed to you on August 17, 1955. If you cannot find your copy please notify us and we will send you a conformed copy.

Primary #1 Highway

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

E. R. METZGER, COUNTY COMMISSIONER
CARL C. HILL, COUNTY JUDGE
FRANK ASHLEY, COUNTY COMMISSIONER

CHARLES DOERNER, CLERK AND RECORDER
MORRIS C. BOWKER, ASSESSOR
OLIVER L. JOHNSON, TREASURER
BEN B. IRVING, SURVEYOR

ROBERT M. STULTS, DISTRICT ATTORNEY
KENNETH BARNEBURG, SCHOOL SUPT.
IRA C. BYRD, SHERIFF
L. L. POWERS, CORONER

DOUGLAS COUNTY
ROSEBURG, OREGON

September 13, 1955

Oregon State Highway Department
Attention: Engineer, County & City Relations
Salem, Oregon.

Gentlemen:

Re: Yokum Bridge Section of
FAS 244.

As requested in your letter of September 9th, we enclose herewith two copies of agreement, six copies of maintenance agreement and 5 copies of encroachment resolution, signed by the Court and attested by the County Clerk.

We have not yet received our copy of the Agreement which we signed and returned on August 4th, regarding the Fords Bridge Unit of the Myrtle Creek-Canyonville section of the Pacific Highway. Until this copy is returned we have no record of the agreement in our office.

Very truly yours,

DOUGLAS COUNTY COURT

By C C Hill
C. C. HILL, County Judge

8/17/55

w

RECEIVED
SEP 14 1955

NOTED

NOTED
Harold C. Ayers

September 9, 1955

NOTED
J. W. CATTRALL

Douglas County Court
Court House
Roseburg, Oregon

N[illegible]
J. F. HA[illegible]N

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Yokum Bridge section of FAS 244 upon which bids will be received on September 23rd.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $174,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than September 16th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

June 23, 1955

NOTED
Harold C. Ayers

Douglas County Court
Court House
Roseburg, Oregon

Attention: Mr. E. R. Metzger, Commissioner

Gentlemen:

Enclosed are four copies each of three option forms covering right-of-way required in connection with the Yokum Bridge section of FAS 244. Also enclosed are three prints of a right-of-way map upon which property to be acquired is shown.

Please advise this office when all right-of-way has been obtained.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM 530—50M—10-54—79468

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 22 1955
ENGINEER
COUNTY & CITY RELATIONS

Salem Office
June 22, 1955

SUBJECT: Option Forms
Yokum Bridge Section
Riddle-Pacific Highway

To:
Mr. John W. Cattrall
County and City Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find three option forms in quadruplicate covering right of way to be acquired in connection with the Yokum Bridge Section of the Riddle-Pacific Highway in Douglas County, together with copies of statements of information. This project is scheduled for letting in August, 1955.

Also attached are three prints of Map No. 7B-33-4 covering this area and bearing our date of 6-17-55.

File No.	Name	Area
23761	Pearl A. Lawson	3.38 acres
23762	Freida C. & Walter Holmes	3.57 acres
23763	E. E. & Vivian Church, Robert Church and James Church	3.20 acres

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: 3 option forms in quad. & 3 prints of 7B-33-4

cc: R. L. Porter

NOTED
W. [illegible] JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Memo to J. W. Nash
6/7/55

Yokum Bridge Section
FAS Route 244

This project extends from a point approximately 1.9 miles east of the westerly city boundary of Riddle, easterly across Cow Creek to a point approximately 0.56 mile west of the junction of FAS 244 with FA Route 3.

The proposed project is to construct a reinforced concrete bridge over Cow Creek and road approaches on an improved alignment. The bridge is to be 410' in length with a horizontal clearance of 26'. The roadwork is to consist of grading and placing base material and a crushed leveling course 30' in width. Douglas County, without Federal cooperation, will place a temporary oil mat wearing surface on the completed base and leveling course, and after the grade and base have been allowed to consolidate over a one to two-year period, construct an asphaltic concrete pavement as a permanent wearing surface.

The existing bridge is an old, deteriorated, timber structure on poor alignment, which is no longer adequate for present traffic.

This road serves as a direct connection to the city of Riddle and is used to haul logs and lumber to and from the mills at Riddle.

On the balance of the road the section from Riddle to the south end of the route has a 20' to 22'-wide bituminous wearing surface with a 26' to 28' roadway. This section of road is handling present traffic satisfactorily and no further improvement is planned in the immediate future. The section from Riddle to the north end of the route has a 20' to 22' bituminous wearing surface with a 22' to 28' roadway and includes a steel bridge over the N. Umpqua River 551' in length with a horizontal clearance of 15'. Replacement of this structure has first priority in expenditure of future FAS funds.

DOUGLAS COUNTY
Length: 0.79 Mile

Funds:		
	Federal	$120,000
	State	40,000
	County	40,000
	Total..	$200,000

JFH:mm

NOTED
V. R. JONES

[illegible]

Salem, Oregon
May 27, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

The field data for the Yokum Bridge section of County FAS 244 in Douglas County has been examined by this office and found to be consistent with the project as proposed by the county and approved by the Highway Commission with the following exceptions:

1. The roadway width for the road has been increased from 28' to 30'; however, this increased width has the approval of Douglas County and is satisfactory. The bridge roadway width is 26'.

2. The project as submitted from the division includes asphaltic concrete pavement on the road section. As originally proposed the FAS project was to include construction through the leveling course only with the county to oil and pave this section with its own forces at its own expense. The county still wishes to proceed in this manner and the asphaltic concrete pavement should be eliminated from the FAS project. It is the county's plan to follow its standard procedure by placing a temporary oil mat wearing surface on the finished roadway and, after the new road has been allowed to consolidate for one or two winters, finish the road with asphaltic concrete.

As stated in Mr. Edwards' letter, the county would like the right-of-way descriptions as soon as possible.

John W. Cattrall
Engineer, County and City Relations

By: John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
V. G. O'Neil
Frank Hall

NOTED
J. W. CATTRA

March 8, 1955

NOTED
Harold C. Ayers

Douglas County Court
Court House
Roseburg, Oregon

NO
J. F. HAG

Gentlemen:

On March 2nd the Highway Commission approved the extension of FAS 244 from Riddle east via Cow Creek to the Pacific Highway and also approved for construction with FAS funds the Yokum Bridge section as described in the attached tabulation.

Approval by the Bureau of Public Roads of the route extension and preparation of plans and specifications for the project are now required prior to contracting. Preliminary engineering will be supervised by our division office at Roseburg.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

DOUGLAS COUNTY
PROPOSED PROJECT

FAS 244 - Yokum Bridge Section, 0.4 Mile, $200,000. This bridge is located approximately 2.3 miles east of Riddle over Cow Creek.

The proposed project is to replace the existing covered wood truss bridge with a new structure having a 26' roadway and to grade and surface road approaches as required. The surfacing should include a crushed leveling coarse 28' in width. The county will oil or pave this section after completion of the FAS project. The proposal is to lengthen and ease the existing curves and locate the new bridge a short distance upstream from the existing bridge. This will probably necessitate the bridge being built into a curve. The county will remove the existing structure at county expense after the new bridge is completed as it is planned to use the existing bridge to carry traffic during construction.

Approved by Highway Commission 3/2/55
11/9/54

BFI-189(18) Divide-Rice Hill Fenc- 1955
ing Project on the
#4538 Pacific Hwy.

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 24, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4538	6-Final	Robinson & Robinson	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
10693	R-151567	$ 795.41	5/24/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **April 30, 1956**

Time Extensions: None

Completion Date: **March 15, 1956**

Date Accepted: **April 26, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 5-25-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 25 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 21 1956
FOR FILING

[illegible]

4538

May 17, 1956

Fireman's Fund Insurance Group
401 California Street
San Francisco 20, California

Attention: Mr. S. G. Haflin, Jr.

Gentlemen:

Contract No. 4538, awarded to Robinson & Robinson for fencing on the Divide-Rice Hill Section of the Pacific Highway in Douglas County, shows the National Surety Corporation as surety and Phil Grossmayer Co., Equitable Building, Portland 5, as the agent. The contract was awarded October 12, 1955, was completed March 15, 1956, and was accepted by the State Highway Commission April 26, 1956. We do not have the bond number of this contract.

Several years ago, upon the advice of our Legal Department, we requested the Home Office of each surety company to advise us as to which office we should direct copies of contracts and letters pertaining to them. The National Surety Corporation, which we note is a member of the Fireman's Fund Insurance Group, has not provided us with this information. Therefore, and again upon the advice of our Legal Department, we have directed our letters and copies of the contracts to the Home Office, which we have listed as 4 Albany Street, New York 6, New York. Our letter of April 25 was directed to them at that address.

If copies of contracts and letters should be forwarded to some office other than the Home Office, we will be pleased to do so, provided we have a letter from the Home Office so instructing us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc National Surety Corporation
4 Albany Street
New York 6, New York

Fireman's Fund
INSURANCE GROUP

Fireman's Fund Insurance Company
Home Fire & Marine Insurance Company
Fireman's Fund Indemnity Company
National Surety Corporation

Pacific Fidelity, Surety and Burglary Department: 401 CALIFORNIA STREET • SAN FRANCISCO 20, CALIFORNIA • SUTTER 1-7000

F. J. BUTCHER
ASSISTANT VICE PRESIDENT

May 15, 1956

Oregon State Highway Department
Salem
Oregon

Robinson & Robinson
Contract No. 4538
For Fencing on the Divide-Rice Hill Section
of the Pacific Highway in Douglas County

Gentlemen:

Your letter of April 25, 1956, in which you advised that you are prepared to release a semi-final payment, has been received. A search of our files fails to turn up anything regarding this contractor.

Would you please advise us our bond number, a description of the job, and the date the job was awarded if possible. With the foregoing information we will then be in a position to determine if we have this account.

Very truly yours,

S. G. Heflin Jr.

S. G. Heflin, Jr.

SGH:BL

RECEIVED
MAY 16 1956
[illegible]
STATE HIGHWAY COMMISSION

REFERRED TO Yancey
BY SECRETARY

National Surety [illegible] surety on this [illegible] prepare reply [illegible]

RECEIVED
MAY 9 - 1956
FOR FILING

4538

May 9, 1956

__CERTIFIED MAIL__

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4538 for fencing on the Divide-Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, Robinson & Robinson, on March 15 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $795.41 will be released to the contractor on or after May 19, 1956. The total contract amount is $25,578.91, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD
gl

RECEIVED
APR 26 1956
FOR FILING

[illegible]
4538

April 25, 1956

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Robinson & Robinson on contract No. 4538, for fencing on the Divide-Rice Hill Section of the Pacific Highway in Douglas County. This payment, in the amount of $1,231.80, will be released to the contractor on or after May 5, 1956. The retained percentage is $766.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD
gf

Form E-1-Rev 6-55—10M

[illegible]-189/(1)

9

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

M

For Week Ending April 7, 1956

Section Divide - Rice Hill

Kind of work Fencing

Highway Pacific

Section prefix 10-1011

Contractor Robinson & Robinson

Contract number 4538

Date of contract October 12, 1955

Date of completion March 15, 1956

Date work started November 8, 1955

Estimated date of completion March 15, 1956

Project authorization $29,632.50

Exclusive of Engineering $27,525.30

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $27,823.90

Estimated per cent overrun or underrun . . . . + 1.0 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $2,107.20

Engineering cost to date $1,982.45, 94.08 %

Date project was completed March 15, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final Estimate is being submitted this date.

RECEIVED
APR 9 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

NOTED
L. H. Young

Robert T. Ewen

NOTED
R. D. ASBURRY

Signed Robert T. Ewen Res. Engr.

Address Box 308 Yoncalla

NOTED
V. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 5686

	Type II Rods	Type III Rods	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Rods in project	4300	750			
partially completed	4162	776			
completed	4162	776			
Total estimated quantities (contract)	4300	750			
Total quantities corrected to date	4162	776			
Estimated quantities moved or placed to date	"	"			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers	0	
Monday	" "	[illegible]	
Tuesday	" "	"	
Wednesday	Fair	"	
Thursday	"	"	
Friday	"	"	
Saturday	"	"	

....

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....

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RECEIVED
MAR 23 1956
FOR FILING

F-5-181(18)
4-5

March 22, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 15, 1956, on Contract No. 4538, Divide-Rice Hill (Fencing) Section, in Douglas County, in connection with Federal Aid Project No. FI-189(18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

DEP:ia

cc: W. C. Williams
John Cottrell

8

[illegible]

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

Divide-Rice Hill Section
Pacific Highway
Douglas County

NATURE OF WORK:

Right of Way Fence and Guard Rail

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4530	T. W. Thomas	9-23-55
4538	Robinson & Robinson	10-12-55

DATE OF COMPLETION:

4530	1-31-56
4538	4-30-56

REMARKS:

Project Agreement filed in
BFI-189(18) Contract #4530

RECEIVED
NOV 21 1955
FOR FILING

BFI-189(18)
4535

November 18, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 8, 1955, on Contract No. 4535, Divide-Rice Hill Section, in Douglas County, in connection with Federal Aid Project No. BFI-189(18).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMF:is

RECEIVED
NOV 10 1955
FOR FILING

BF1-189 (18)
4538

November 9, 1955

Robinson & Robinson
Rural Route #2
Moses Lake, Washington

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4538, which was awarded to you on October 12 by the State Highway Commission, covering fencing on the Divide-Rice Hill Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 27 1955
FOR FILING

B1-1-189(18)
4538

October 12, 1955

Robinson & Robinson
R. R. #2
Moses Lake, Washington

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your proposal for the Divide-Rice Hill Fencing Project on the Pacific Highway in Douglas County for the sum of $26,340 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4538.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fullrate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 12, 1955
1:50 p.m.

Robinson & Robinson
R. R. #2
Moses Lake, Washington

Contract for Divide-Rice Hill Fencing Project, Douglas County, for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

fp

CC Confirmation
Accounting (5003-900)
Files
C. W. Head

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 13 1955
STATE H[illegible] COMMISSION

RECEIVED
OCT 13 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4538 for Oregon Project BFI-189(18), Divide-Rice Hill Section (Fencing), of the Pacific Highway, to Robinson and Robinson of Moses Lake, Washington, low bidder in the amount of $26,340.00 at the September 22, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 13 1955
STATE H [illegible] [illegible]ION

RECEIVED
OCT 7 1955
FOR FILING

FFI-151(14)
45-X

October 5, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Divide-Rice Hill Fencing Project, SFI-189(18), for which the low bid received on September 22nd exceeded the engineer's estimate by more than 10 per cent.

Since receiving the bids, we have made a thorough field examination of the project and a careful analysis of the material and labor costs involved. We find that the engineer's estimate of $22,205, used in the comparison of bids, was rather hastily prepared and did not take into consideration a recent rise in material costs; also that it did not include adequate time allowances for the labor involved in the clearing work and in the work of setting and concreting posts and anchors under the somewhat adverse conditions to be encountered.

A revised estimate based upon the examination and analysis referred to and making proper allowances for the under-estimated items mentioned, has been prepared and a copy, itemized in detail, is enclosed. The total of this estimate is $26,647.30; $3,083.32 below the average of the five bids received, $934.40 below the second low bid and $3,854.70 below the third low bid.

Inasmuch as the low bid is below our latest and best estimate, we consider it a good bid and believe that it should be accepted. We therefore request your concurrence in the award of the contract on the basis of the bid of $26,340 submitted by Robinson & Robinson of Moses Lake, Washington, on September 22, 1955.

Award of the contract has not been made and will not be made unless and until advice of your concurrence is received.

Mr. C. C. Falk
October 5, 1955
Page 2

All required rights of entry have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

GPsis

Encl.

REVISED ESTIMATE OF COST FOR COMPARISON OF BIDS

DIVIDE-RICE HILL FENCING PROJECT

F. A. Project No. RF1-189(18)

Materials for Type 2 Fence:

3,928 Rods 32" Fence	at	$ 0.82	$ 3,220.96	
98.2 Spools B. W.	"	9.70	952.54	
3,560 Line Posts	"	0.87	3,445.20	
79 Braced Line Posts	"	2.66	210.14	
80 Corner & End Posts	"	7.15	572.00	
70 Corner & End Posts	"	6.08	425.60	
30 Cu. Yds. Aggregate for Concrete	"	5.00	150.00	
45 Bbls. Cement for Concrete	"	4.80	216.00	
				$ 9,192.44

Materials for Type 3 Fence:

690 Rods	"	4.48 (per rod)	3,091.20	
17½ Spools	"	9.70	169.75	
14 Anchor	"	7.90	110.60	
37 Corner & End Posts	"	9.30	344.10	
90 Cu. Yds. Aggregate for Concrete	"	5.00	45.00	
13 Bbls. Cement for Concrete	"	4.80	62.40	
				$ 3,823.05

Plus 10% Allowance in Fence Quantities:	$ 1,301.55

Gates:

14x50 Gates	6 at	$ 27.70	$ 166.20	
14x58 "	2 "	29.60	59.20	
20x50 "	4 "	44.50	178.00	
				$ 403.40

Equipment and Labor:

2 Trucks	4 mo.	at	$ 75.00	$ 600.00	
1 Pneumatic Post Driver	3 "	"	100.00	300.00	
1 Tractor	1 "	"		390.00	
Small Tools, Gas, Oil & Grease	4 "	"	50.00	200.00	
Labor, 4 Men	2,560 hrs.	"	2.23	5,708.80	
Foreman	4 mo.	"	400.00	1,600.00	
					$ 8,798.80

Contractor's Cost	$23,519.24
Contractor's Overhead 3%	705.58
	$24,224.82
Contractor's Profit 10%	2,422.48
	$26,647.30

October 5, 1955

FORM E30—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1955

SUBJECT:

To: Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

Reference is made to the Divide-Rice Hill Fencing Project, on the Pacific Highway, in Douglas County, for which bids were opened on September 22, 1955.

The Engineer's Estimate for Comparison of Bids was prepared by the Cost Analysis Section in the sum of $22,205.00, the low bid received totaled $26,340.00.

The Cost Analysis Section has carefully reviewed and rechecked the estimate, and I submit the following Tabulation I and Tabulation II:

Tabulation I is a breakdown of material costs, labor and rentals based on information in the Cost Analysis Office on material prices and estimate of labor and rental for the project.

Tabulation II is a revised estimate for the project based on the price of materials quoted the bidders, and shows that fencing material has increased in price. There is an increase of $1,638.80 in material prices for the project over the prices which were last quoted to the Cost Analysis Office, which were received about six months past.

I am also convinced that the amount of labor required on the project was underestimated on the estimate submitted for comparison of bids. A review of the project shows that more clearing will be required, also more labor for setting anchor, end and corner posts than was originally estimated.

The revised estimate, Tabulation II, indicates that the contractor's bid of $26,340.00, taking into account the increased material costs plus labor is very close to the Cost Analysis Sections revised estimate.

I, therefore, believe that if the project was readvertised bids would be very close to $26,000 or over.

Very truly yours,
Oscar Cutler

Oscar Cutler
Chief Cost Analyst

OC:of

TABULATION I

QUANTITIES AND PRICES
USED IN PREPARING ESTIMATE
FOR COMPARISON OF BIDS

Type 2 Fence

3,928	Rods 32" Fence	at $	0.74	$ 2,906.72	
98.2	Spools B. W.	"	8.16	801.32	
3,560	Line Posts	"	0.79	2,812.40	
79	Braced Line Posts	"	2.34	184.86	
80	Corner & End Posts	"	6.65	532.00	
70	Corner & End Posts	"	5.78	404.60	
30	Cu. Yds. Aggregate for Concrete	"	5.00	150.00	
45	Bbls. Cement for Concrete	"	4.80	216.00	
					$ 8,007.90

Type 3 Fence

690	Rods 50" Mesh	at $	4.16	$ 2,870.40	
17½	Spools B. W.	"	8.16	142.80	
14	Anchor Posts	"	7.12	99.69	
37	Corner & End Posts	"	8.04	297.48	
9	Cu. Yds. Aggregate for Concrete	"	5.00	45.00	
13	Bbls. Cement for Concrete	"	4.80	62.40	
					$ 3,517.77

Based on Net Quantities	$11,525.67
Plus 10% for Allowance	1,152.57
	$12,678.24

Materials Type 2 & 3 Fence			$12,678.24	
14x50 Gates	6 at	$ 25.40	152.40	
14x58 "	2 "	27.50	55.00	
20x50 "	4 "	41.60	166.40	
				$13,052.04
2 Trucks	3 Mo. at	$ 75.00 (per truck)	$ 300.00	
1 Pneumatic Post Driver	2 Mo. "	$100.00	200.00	
1 Tractor Clearing	1 Mo.		390.00	
Small Tools, Gas, Oil & Grease	3 Mo. "	$ 50.00	150.00	
Labor, 3 Men	1,680 hr. "	2.23	3,746.40	
Foreman	3 Mo. "	400.00	1,200.00	
				$ 5,986.40
		Total		$19,038.44
		+3% General Overhead		571.15
				$19,609.59
		+10% Contractors Profit		1,960.96
				$21,570.55

TABULATION II

REVISED ESTIMATE BASED ON MATERIAL PRICES QUOTED TO BIDDERS

Type 2 Fence

3,928	Rods 32" Fence	at $	0.82	$3,220.96	
98.2	Spools B. W.	"	9.70	952.54	
3,560	Line Posts	"	0.87	3,445.20	
79	Braced Line Posts	"	2.66	210.14	
80	Corner & End Posts	"	7.15	572.00	
70	Corner & End Posts	"	6.08	425.60	
30	Cu. Yds. Aggregate for Concrete	"	5.00	150.00	
45	Bbls. Cement for Concrete	"	4.80	216.00	
					$ 9,192.44

Type 3 Fence

690	Rods	"	4.48 (per rod)	$3,091.20	
17½	Spools	"	9.70	169.75	
14	Anchor	"	7.90	110.60	
37	Corner & End Posts	"	9.30	344.10	
90	Cu. Yds. Aggregate for Concrete	"	5.00	45.00	
13	Bbls. Cement for Concrete	"	4.80	62.40	
					$ 3,823.05

Based on Net Quantities	$13,015.49
Plus 10% for Allowance in Quantities	1,301.55
	$14,317.04

Materials Fence			$14,317.04	
14x50 Gates	6 at $	27.70	166.20	
14x58 "	2 "	29.60	59.20	
20x50 "	4 "	44.50	178.00	
	Total Materials			$14,720.44

2 Trucks	4 Mo. at $	75.00	600.00	
1 Pneumatic Post Driver	3 " "	100.00	300.00	
1 Tractor	1 " "		390.00	
Small Tools, Gas, Oil & Grease	4 " "	50.00	200.00	
Labor, 4 Men	2,560 hrs. "	2.23	5,708.80	
Foreman	4 Mo."	400.00	1,600.00	
				$ 8,798.80
		Total		23,519.24
	Contractors Overhead 3%			705.58
				$24,224.82
	Contractors Profit 10%			2,422.48
				$26,647.30

RECEIVED
JUN 27 1955
FOR FILING

BFI 189(18)

4528

June 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your inquiry concerning item number 99 of the Bond Financed Federal-aid Program, which item is for right of way fence construction on the Divide-Rice Hill Section, Project No. BFI-189 (18).

This project is a part of the Interstate Highway System and the fencing work is being done in conformity with Oregon's policy that all improved sections of Interstate Highways are to be fenced completely to prevent traffic movements on or off the highway except at points where such movements have been provided with proper interchange layouts. The fencing likewise serves to keep stock from entering the highway right of way and creating a traffic hazard. It is not being built for the benefit of the property owner although at some points it may serve that purpose as well as the purposes of the highway. We, therefore, consider it eligible for federal aid as a highway construction cost item.

It seems advisable at this time to revise the item to include construction of guard rail at intermittent points on the section. Accordingly, we submit the following revised description for the item and request your approval on the revised basis.

Item No.	99
County	Lane and Douglas
FA Route	3
US Route	US 99
Description of Termini	All of Projects BFI-189(9), BFI-189(12) & FI-189(13)
Length	19.83 miles

Construction Cost:	
Total Cost	$ 63,000
Federal Funds	38,000
State Funds	25,000
Other Funds	- -
Project Totals:	
Total Cost	$ 63,000
Federal Funds	38,000
Character of Proposed Work	Right of Way Fence and Guard Rail Construction at Intermittent Points.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

RECEIVED
JUN 20 1955
FOR FILING

FI I-189(18)

4538

June 16, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Oregon fifteenth supplemental Bond Issue Program, Federal-aid Primary Funds, was approved effective June 13, 1955 with the exception of Item 99, Project BFI-189(18). Verbal notification of this action was given previously. Approval of the remaining projects is based on the understanding that they will be eligible for future participation in available Federal-aid primary funds following full compliance with the provisions of Section 5 of the Federal-aid Highway Act of 1950. For your information, the following is quoted from the approval memorandum:

> "This supplemental program, as approved, contains 2 construction projects (Items 100 and 101), covering improvements on 2.95 miles of roadway, at a total estimated cost of $125,000 with FA primary funds in the amount of $75,000 to be requested at a later date.
>
> Approval of this submission is with the understanding that no Federal funds are committed at this time and that the projects are to be administered and financed as provided in GAM 339."

Program approval of Item 99, Project BFI-189(18) is being held in abeyance pending the submission of information clearly justifying the right-of-way fence. In order to maintain control of access where fencing has not been provided for as a right-of-way consideration on the interstate system, it is suggested that this project be resubmitted as an addition to the supplemental program. The same item number may be used in a memorandum letter addition with any subsequent changes in the character of the work included.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
JUN 16 1955
OREGON
STATE HIGHWAY COMMISSION

S-45(3) Fairfield Jct.-Hopmere Sec., 1955
North River Co. Rd.
#4539

Form A-150—10M—7-56

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

Contract 4539
S-45(3)

Marion County
Salem, Oregon

Attn: County Court

Invoice No. 51622

Date July 24, 1957

Your Req. No.

Billing Request No. CC 346

Credit distribution: 524-1002-29

Final billing Fairfield Junction-Hopmere Section, FAS 159, covered by agreement dated September 22, 1955.

Original advance deposit	17,200.00	
Less amount previously transferred	13,700.00	
Balance in advance deposit fund		3,500.00
County Share Total Cost as per attached statement	14,124.58	
Less amount previously transferred	13,700.00	
Balance		424.58
To be Retained		$3,075.42

NOTED
C. G. SWENSON

State Printing 96056

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 27, 1957

Marion County Court
Courthouse
Salem, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Fairfield Junction-Hopmere Section of FAS 159 and it has been determined that the agreed County share of these costs is $14,124.58 as shown in the attached statement. As the County initially deposited $17,200 a refund of $3,075.42 is due. If satisfactory we will retain this refund and apply it against the deposit due on the Pudding River and Beaver Creek Bridges on FAS 738 upon which bids were received this date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

cc: Mr. John Anderson, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

Completed [illegible]

ITEMIZED STATEMENT OF FINAL COSTS

County Marion   Contract No. 4539   Date [illegible]

FAS 152   Section Fairfield Junction-Hopmere

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Drainage excavation, unclass.	c.y.	$ [illegible]	[illegible].43	$ [illegible].82
2. Grading & reshaping [illegible]	mile	[illegible]	[illegible]	2,[illegible]3.40
3. 18" concrete pipe	l.f.	[illegible]	[illegible]	1,[illegible]
4. 24"	l.f.	3.[illegible]	[illegible]	[illegible]
5. Special backfill for culverts	c.y.	1.[illegible]	[illegible].7	343.[illegible]
6. Coarse crushed mat'l. in base	c.y.	[illegible]	39[illegible]	[illegible]
7. 3/4"-0" mat'l. in base	c.y.	[illegible]	4,713	13,7[illegible]
8. Sprinkling	M.gal.	[illegible]	[illegible]	[illegible]
9. 3/4"-0" mat'l. in binder crse.	c.y.	3.[illegible]	[illegible]	[illegible]
10. RC-3 asph. in binder course	ton	[illegible]	[illegible]	141.[illegible]
11. Class B asph. concrete	ton	[illegible]	7,[illegible].77	51,[illegible]
12. " " " conc. in patching	ton	[illegible]	1,[illegible]3.[illegible]	3,7[illegible]
13. RC-2 asphalt in tack coat	ton	[illegible]	[illegible]	[illegible]

Force Account

Flagging (State share) 341.17

Lower 18" concrete culvert [illegible]

Subtotal	$6[illegible]
Construction Engineering	[illegible]
TOTAL CONSTRUCTION COSTS	$72,757.16
FEDERAL FUNDS COLLECTED FOR PROJECT	$44,508.[illegible]

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total cost and federal funds)
($72,757.16 - $44,508) x 1/2 = $14,124.58

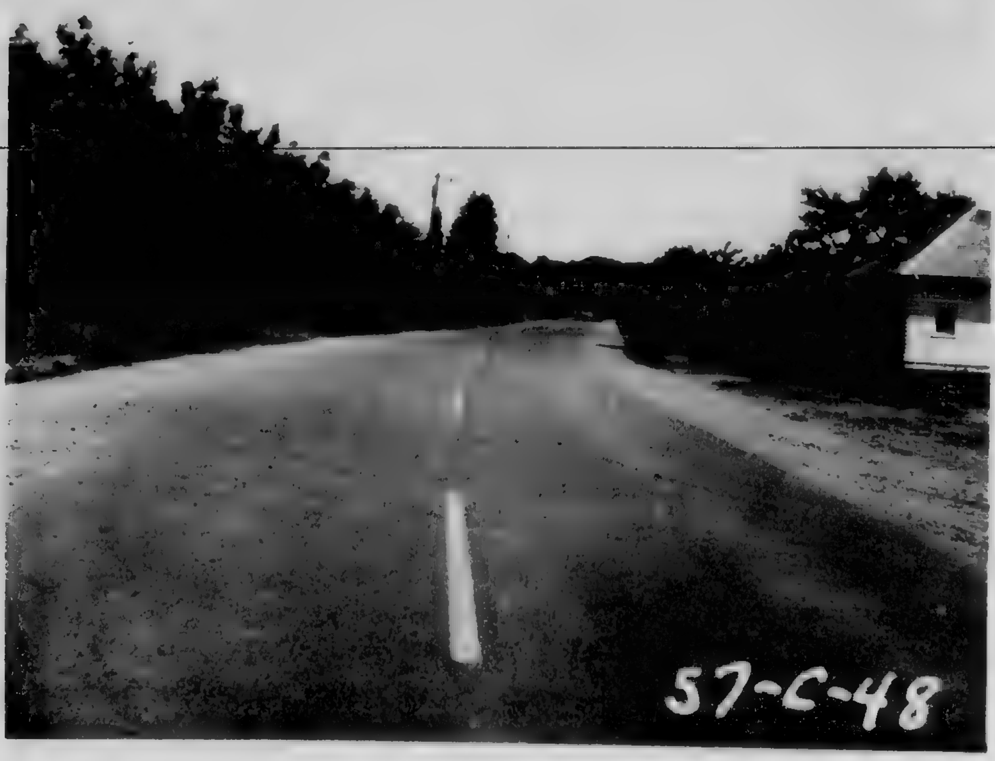
County Advance Deposit - $17,[illegible]
Less County Share - 14,124.58

REFUND DUE COUNTY $ 3,[illegible]75.42

FAIRFIELD JCT-HOPMERE
NORTH RIVER RD, FAS 159
CONTRACT 4539 PROJ S-45(3)

From Concomly Rd looking north

5/20/55 55-c-194
6/24/57 57-c-48



65-C-194

RECEIVED
JAN 18 1957
FOR FILING

File

S-45 (3)

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 16, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4591 4539	3 Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
578	H170665	$ 2,139.10	1/16/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

F. Cole
ACCOUNTING DIVISION

Specified completion Date: July 31, 1956

Time Extensions: to Oct. 4, 1956

Completion Date: Oct. 4, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-17-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JAN 17 1957

RECEIVED
JAN 4 - 1957
FOR FILING
S-45(5)

4539

January 3, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4539 for work performed on the Fairfield Jct.-Hopmere Section of the North River Road in Marion County was completed by the contractor, Porter W. Yett, on October 4, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $2,139.10 will be released to the contractor on or after January 14, 1957. The total contract amount is $66,560.12, of which amount $632.99 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 29 1956
FOR FILING

5-45(3)

4539

November 28, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from July 31, 1956 to October 31, 1956 within which to complete your contract No. 4539, covering the Fairfield Jct.-Hopmere Section of the North River Road in Marion County.

We are pleased to inform you that the State Highway Commission granted your request to and including October 4, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State HighwayEngineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Assistant Secretary

ml

cc: J. D. Walker,
Division Engineer

Arthur Duffy,
Resident Engineer

Tom Edwards,
Construction Engineer

-1-88

S-45 (3)

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 10, 1956

Fairfield Junction-Hopmere

y North River County Road

ctor Porter W. Yett

of contract December 12, 1955

work started August 6, 1956

ct authorization . . . . . . $ 86,079.94

lusive of Engineering . . . . . $ 79,958.71

imated cost of completed project, exclusive of engineering . . . . . $ 66,413.42

stimated per cent overrun or underrun . . . . . 15.8 %

er cent of contract completed, based on total contract price . . . . . 100 %

Engineering authorization . . . . . . $ 6,121.24

Engineering cost to date $ 6,029.00, 98 %

Kind of work Paving

Section prefix 524-1002

Contract number 4539

Date of completion July 31, 1956

Estimated date of completion, 19

Per cent of time elapsed %

Date project was completed October 4, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed and submitted semi-final estimate Wednesday.

Final Report.

RECEIVED

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
FORREST CO

NOTED
L. H. Young

NOTED
D. J. BARBEE

Arthur Duffy

Signed Arthur Duffy, Resident Engineer

Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98973

Form E-1—10M—1-56

4

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

S-45 (3)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 10, 1956

Section Fairfield Junction-Hopmere

Kind of work Paving

Highway North River County Road

Section prefix 524-1002

Contractor Porter W. Yett

Contract number 4539

Date of contract December 12, 1955

Date of completion July 31, 1956

Date work started August 6, 1956

Estimated date of completion ...., 19....

Project authorization $ 86,079.94

Exclusive of Engineering $ 79,958.71

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 66,413.42

Estimated per cent overrun or underrun 15.8 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 6,121.24

Engineering cost to date $ 6,029.00, 98 %

Date project was completed October 4, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed and submitted semi-final estimate Wednesday.

Final Report.

RECEIVED

OFFICE OF

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
FORREST CO

NOTED
L. H. Young

NOTED
D. J. BARREE

OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy
Arthur Duffy, Resident Engineer

Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 93073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.63			4.63
Miles partially completed					
Miles completed		4.63	-		4.63
Total estimated quantities (contract)		7,360 cy			9,000 tons
Total quantities corrected to date		5,393 "			8,818 "
Estimated quantities moved or placed to date		"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	rain		
Tuesday	cloudy		
Wednesday	"		
Thursday	foggy		
Friday	"		
Saturday	"		

NOTED
V. R. JONES

October 10, 1956

Marion County Court
Courthouse
Salem, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4539, Fairfield Junction-Hopmere section of FAS 159, was completed on October 4, 1956.

Under the terms of the agreement signed by the Court on September 15, 1955, and by the Highway Commission on September 22, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

cc: Mr. John Anderson, Co. Engr.

RECEIVED
OCT 10 1956
FOR FILING

2-MC (31)
4539

October 9, 1956

Oregon State Highway Commission

Request for extension of time
No. 8
November 8 and 9 meeting

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Fairfield Junction-Hopmere Section, Contract No. 4539, from July 31, 1956 to October 31, 1956.

This section was used as a haul road for supplying materials for the R. H. Baldock Freeway paving contracts, and at the request of the engineer, the paving of this section was delayed until such time as the heavy hauling was completed in order that the new pavement did not suffer damage. The project was actually completed on October 4, 1956, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

A

RECEIVED
OCT 9 1956
FOR FILING

S 45(3)

4539

October 8, 1956

Mr. G. G. Falk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 4, 1956, on Contract No. 4539, Fairfield Junction-Hopmere Section, in Marion County, in connection with Federal Aid Project No. S-43(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:bb

cc: John Catterall

A

RECEIVED
AUG 22 1956
FOR FILING
S-45(3)
4539

August 21, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 6, 1956 on Contract No. 4539, Fairfield Junction-Hopmere Section, in Marion County, in connection with Federal Aid Project No. S-45(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCW:sch

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1925

State Ore[illegible]
County Marion
Project No. S-45(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 4.633 miles of grading, drainage and two-lane high type pavement
(Character of work)

between FAP 47 in Salem and FAS 102 approximately 3.5 miles northwest of Woodburn,
(Control points)

consisting of 4.633 miles of roadway and no (Number) bridges XXXXXXXXXXXXXXXXXXXXXXX miles in XXXXX

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty-two thousand, one hundred and 00/100 dollars ($ 52,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is eighty-four thousand, one hundred sixty-seven and 05/100 dollars ($ 84,167.05).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-45(3)

FAIRFIELD JUNCTION-HOPMERE SECTION OF THE NORTH RIVER ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1955

Type Code 6201
Roadway (Sta. 165+57 to Sta. 410+17.2) (Contract No. 4539)

320 cu. yds.	Drainage Excavation, Unclassified	$ 2.60	$ 832.00
4.63 miles	Grading and Reshaping Shoulders	450.00	2,083.50
750 lin. ft.	18 Inch Concrete Pipe	2.50	1,875.00
60 lin. ft.	24 Inch Concrete Pipe	3.50	210.00
270 cu. yds.	Special Backfill for Culverts	1.50	405.00
1,000 cu. yds.	Coarse Crushed Material in Base	2.00	2,000.00
6,300 cu. yds.	3/4" - 0 Material in Base	2.90	18,270.00
200 M-gal.	Sprinkling	2.00	400.00
60 cu. yds.	3/4" - 0 Material in Binder Course	3.00	180.00
10 tons	RC-3 Asphalt in Binder Course	40.00	400.00
7,800 tons	Class "B" Asphaltic Concrete	5.10	39,780.00
1,200 tons	Class "B" Asphaltic Concrete in Patching	5.00	6,000.00
36 tons	RS-2 Asphalt in Tack Coat	80.00	2,880.00
			$ 75,315.50
	Flagging (57½% of Contractor's Cost for Flagging)		1,200.00
	Subtotal		$ 76,515.50
	10% Engr. & Cont.		7,651.55
	Total		$ 84,167.05

Length of Roadway 4.633 Miles
Cost of Roadway per Mile $18,166.85

Federal Funds -	$ 52,100.00
State Funds -	16,033.52
County Funds- -	16,033.53
	$ 84,167.05

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
NOV 10 1955
FOR FILING

S-45(2)
4539

November 9, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4539, which was awarded to you by the State Highway Commission on October 12, for paving on the Fairfield Jct.-Hopmere Section of the North River Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

October 17, 1955

NOTED
Harold C. Ayers

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Marion County's advance deposit of $17,200 in connection with the Fairfield Junction-Hopmere section of FAS 159. Contract No. 4539 was awarded to Porter W. Yett, and a copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Form A-150—10M—12-54

NOTED
J. W. CA[illegible]

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
V R [illegible]

RECEIVED
OCT 17 1955
[illegible] RELATIONS

NOTED
J. F. HAGEMANN

Invoice No. 41853

Date October 13, 1955

Your Req. No.

Billing Request No. co-196

Credit distribution: 524-1002-297

Marion County
Salem, Oregon

Attn: County Court

Advance Deposit	17,200.00
Partial transfer county share of total costs. Fairfield Junction-Hopmere Section of FAS 159, Marion County, covered by agreement dated September, 1955.	13,700.00
To be retained	$ 3,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Salem, Oregon
October 12, 1955

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

We have received this date Marion County's deposit of $17,200 in connection with the Fairfield Junction-Hopmere section of FAS 159. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

September 23, 1[illegible]

Marion County Court
Court House
Salem, Oregon

Gentlemen:

On September 22nd the Highway Commission received a satisfactory bid from Porter Yett of Portland for construction of the Fairfield Junction-Hopmere Section of FAS 159. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$75,315.50
Anticipated Additional Items	
Flagging Traffic	1,200.00
12-1/2% Engineering & Contingencies	9,564.44
Estimated Total Cost....	$86,079.94
Advance Deposit of 20% =	$17,200.00

Please make this deposit by means of a check or warrant in the amount of $17,200 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be signed.

The anticipated additional item of $1,200 for flagging traffic which appears in the above estimate is in accordance with standard policy which has been in effect since June, 1955. At that time an agreement was reached with the Associated General Contractors that the State would pay 50% of all flagging costs as an extra item. Prior to that time the cost of flagging was included in the unit bid prices. The $1,200 shown above is an estimate only and 50% of the actual cost will be charged against the project in determining final costs.

Based on the above estimated total cost for this project Marion County has an unprogrammed balance of fiscal year 1957 FAS funds totaling approximately $40,000 (includes state, federal, and county funds). These funds are available for use on any additional project you wish to select.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

JFH:mm
cc: Mr. John A. Anderson

John W. Cattrall
Engineer, County and City Relations

RECEIVED
OCT 27 1955
FOR FILING

5-45 (3)
4537

October 12, 1955

Mr. Porter W. Yett
6900 N. E. Ainsworth
Portland 13, Oregon

Dear Sir:

The State Highway Commission on September 22, 1955 accepted your proposal for paving the Fairfield Junction-Waconda Section of the North River County Road in Marion County for the sum of $75,315.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4539.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. J. McC.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fullrate telegram

FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the fullrate

FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Porter W. Yett
6500 N. E. Ainsworth
Portland 13, Oregon

Salem, Oregon
October 12, 1955
1:50 p.m.

Contract for Fairfield Junction-Hopmere Section, Marion County, for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
OCT 13 1955
FOR FILING

FORM E20—50M—10-54—79488

[illegible]

1531

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Marion County's deposit of $17,200 in connection with the Fairfield Junction-Hopmere section of FAS 159. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
OFFICE OF
[illegible] ENGINEER

RECEIVED
OCT 12 1955
FOR FILING

S-45(2)

4539

Salem, Oregon
October 5, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office

Maint. 258
Finance 107

Dear Mr. Cattrall:

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Marion County covering the Fairfield Junction-Hopmere Section of the North River Road, FAS 159.

A fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Marion County Court.

Very truly yours

Secretary

rn
Attach: 5

FORM E30—50M—10-54—78495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1955

SUBJECT:

To: W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies each of a finance agreement covering the following projects:

Douglas County
Yokum Bridge Section of Yokum Road, FAS 244-approved by the Highway Commission March 2, 1955. 3-2-55 page 33 4-13-55 page 43
Hood River County
Odell Junction-Dukes Valley Junction Section of Straight Road, FAS 661- Approved by the Highway Commission March 2, 1955. 3-2-55 page 33 4-13-55 page 43
Josephine County
Hells Gate Canyon Section of Galice Road, FAS 594-approved by the Highway Commission March 2, 1955. ← Page 33
Marion County
Fairfield Junction-Hopmere Section of North River Road, FAS 159-Approved by the Highway Commission October 28, 1954. 10-28-54 page 29 4-13-55 page 43

Also Attached are six copies each of a maintainence agreement covering the above projects. After signature by the Highway Commission, please return four copies of each agreement, either fully executed or certified true, to this office for transmittal to the BPR.

John W. Cattrall
Engineer, County and Relations

By John D. Graham

John D. Graham
Office Engineer

AUTHORIZED B[illegible] SSION
DATE 3-2-55, 10-28-54 + 4-13-55
Floyd Query
Ass't Secretary

2 copies [illegible] of each of above
Finance & maint
A to be signed

4 copies of maint A [illegible] by [illegible]
1 " " Finance " " "

RECEIVED
OCT 5 1955
FOR FILING

S-45(3)
4539

October 5, 1955

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Marion County one fully executed copy each of a Maintenance and Finance Agreement covering the Fairfield Junction-Hopmere Section of North River Road, FAS 159.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

September 9, 1955

NOTED
Harold C. Ayers

Mr. John A. Anderson
Marion County Engineer
Court House
Salem, Oregon

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications covering the Fairfield Junction-Hopmere section of FAS 159 upon which bids will be received on September 22nd.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project including engineering and contingencies is $90,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provides that the project shall be completed not later than July 31, 1956.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to reach this office not later than September 16th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 4, 1955

Mr. John A. Anderson
Marion County Engineer
Court House
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Anderson:

Your request of July 29, 1955, for the elimination of the seal coat on the Hopmere-Wheatland Junction section of the North Fas 159 River Road has been approved. The seal coat has also been eliminated from the Turner-Aumsville project presently under contract and from Fas 590 the proposed Fairfield Junction-Hopmere project. Fas 159

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

NOTED

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

MEMO TO J. W. NASH
5/16/55

FAIRFIELD JUNCTION-HOPMERE SECTION
FAS ROUTE 159

This project extends from a junction with the county road leading to Fairfield and St. Paul approximately 4.6 miles north of Hopmere, southerly to the north end of Oregon Project S-45(2) at Hopmere. The existing road on this section has a 32' to 34' roadway with 16' wide bituminous pavement. The grade and alignment are satisfactory; however, the existing pavement width is inadequate for the present traffic volume.

The proposed project is to widen and resurface the existing pavement with asphaltic concrete 22' in width with 4' to 6' shoulders.

This road serves a highly developed, diversified farming area and serves as a connection between the towns of Newberg, St. Paul, and Salem.

On the balance of the route the section from Salem to Wheatland Junction, approximately 3.5 miles, was reconstructed in 1939 under Oregon Project S-45(1) to a satisfactory grade and alignment with an asphaltic concrete wearing surface 20' in width with 5' shoulders. These shoulders have since been widened by maintenance to approximately 8' and no further improvement of this section is contemplated in the immediate future. The section from Wheatland Junction to Hopmere is presently under contract as Oregon Project S-45(2) which provides for a 22' asphaltic concrete pavement with 3' to 5' shoulders. The approximately 3.7 mile section from Fairfield Junction to the north end of the route has a satisfactory grade and alignment with a 32' to 34' wide roadway and a 16' wide asphaltic concrete pavement. This section of road has a 1954 A.D.T. of 250 and is presently handling this traffic satisfactorily. No further improvement of this section is contemplated in the immediate future unless there is a significant change in the traffic volume.

MARION COUNTY
4.63 Miles.

FUNDS:		
	Federal	$ 60,000
	State	20,000
	County	20,000
	Total..	$100,000

J. F. HAGEMANN

JFH:mm

V. R. JONES

V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
April 28, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

The Fairfield Junction-Hopmere Section of FAS 159 in Marion County is a 1957 fund FAS project and cannot be contracted until the federal government authorizes contracting of fiscal year 1957 federal funds.

It would be appreciated if this office could be advised when a typical section and a reviewed estimate of cost is available.

The project as originally proposed by the county and approved by the Highway Commission called for a 22' pavement with 3' shoulders on the assumption the design of this project would conform with the Hopmere-Wheatland Junction project presently under contract. From the field data, however, it appears no subcutting on each side of the existing 16' pavement is contemplated for the Fairfield Junction-Hopmere project. If, as the field data shows, the pavement widening is accomplished without disturbing the existing shoulders other than blade shaping, it is suggested that the shoulder width be increased to the maximum allowable. Our rather general inventory data indicates the existing roadway width is 32' to 34' which would permit a 4' to 5' shoulder; however, this should be checked by the division office.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: V. G. O'Neil

FORM E-30 20M 9-51 88815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Jan. 25, 1955
Salem, Oregon

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Fairfield - Hopmere Section, of the F. A. S. 199.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers 355389, 355390, 355391, 355392, and 355393.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

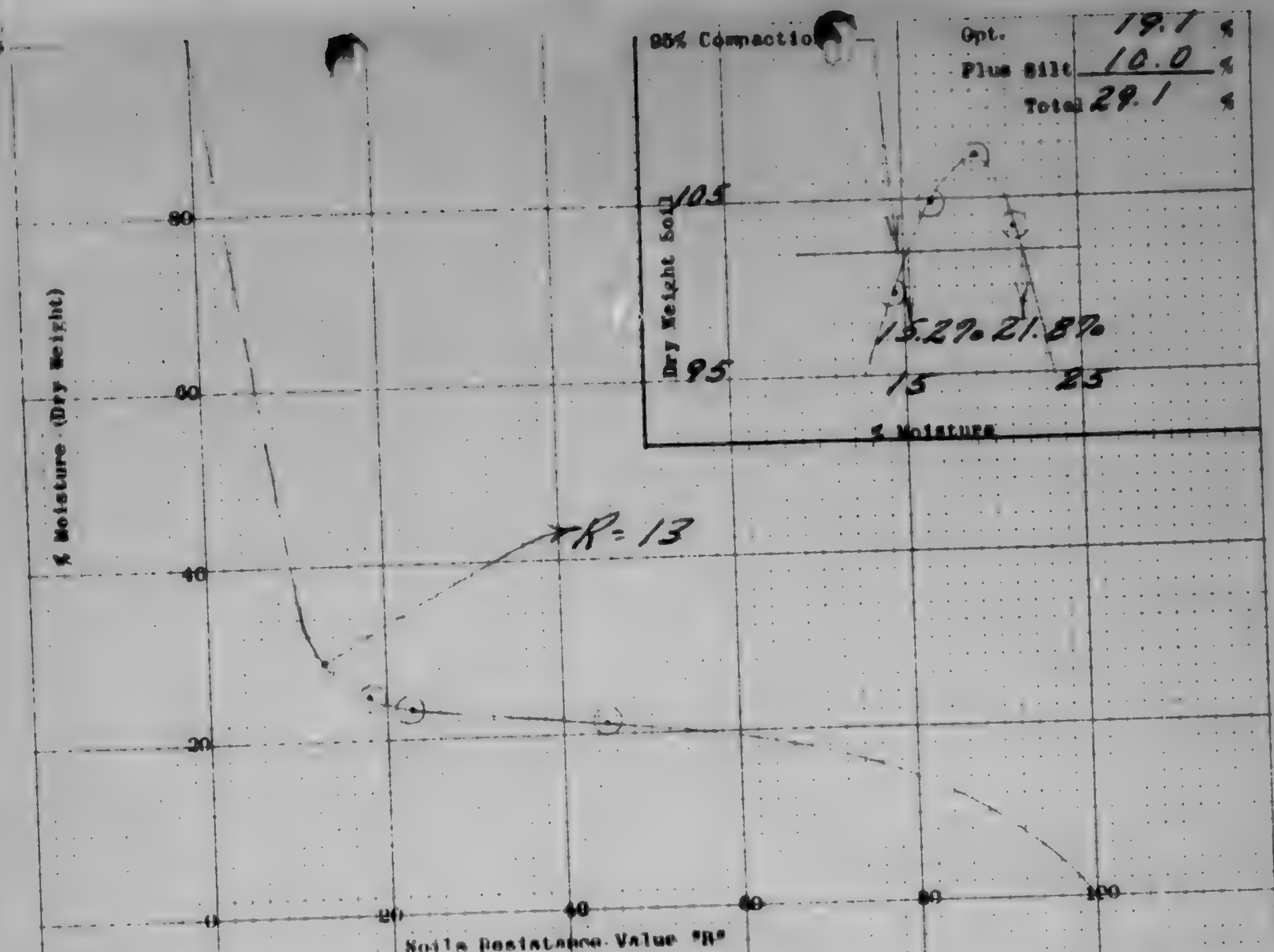
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc E. G. Smith
Resident Engineer
County and City
R. L. Lowe



Opt. 19.1 %
Plus Silt 10.0 %
Total 29.1 %

Data Sheet No	A37482
Lab. No.	355389
LL	30
PI	8
Pass 200 Screen	95.9%
HYDROMETER ANALYSIS:	
Particles larger than	
2.0 mm	0.9%
Coarse Sand	1.6%
Fine Sand	10.3%
Silt	52.0%
Clay	35.2%
Sg	2.70
Natural Moisture	

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear M	Traffic	14.5 "
Minus Rock Reduction		"
Minus Wearing Surface		3.0 "
		11.5 "
Plus 25% Increase		3.0
Plus Wearing Surface		3.0 "
Total Base & Wear		[redacted] "
		17.5

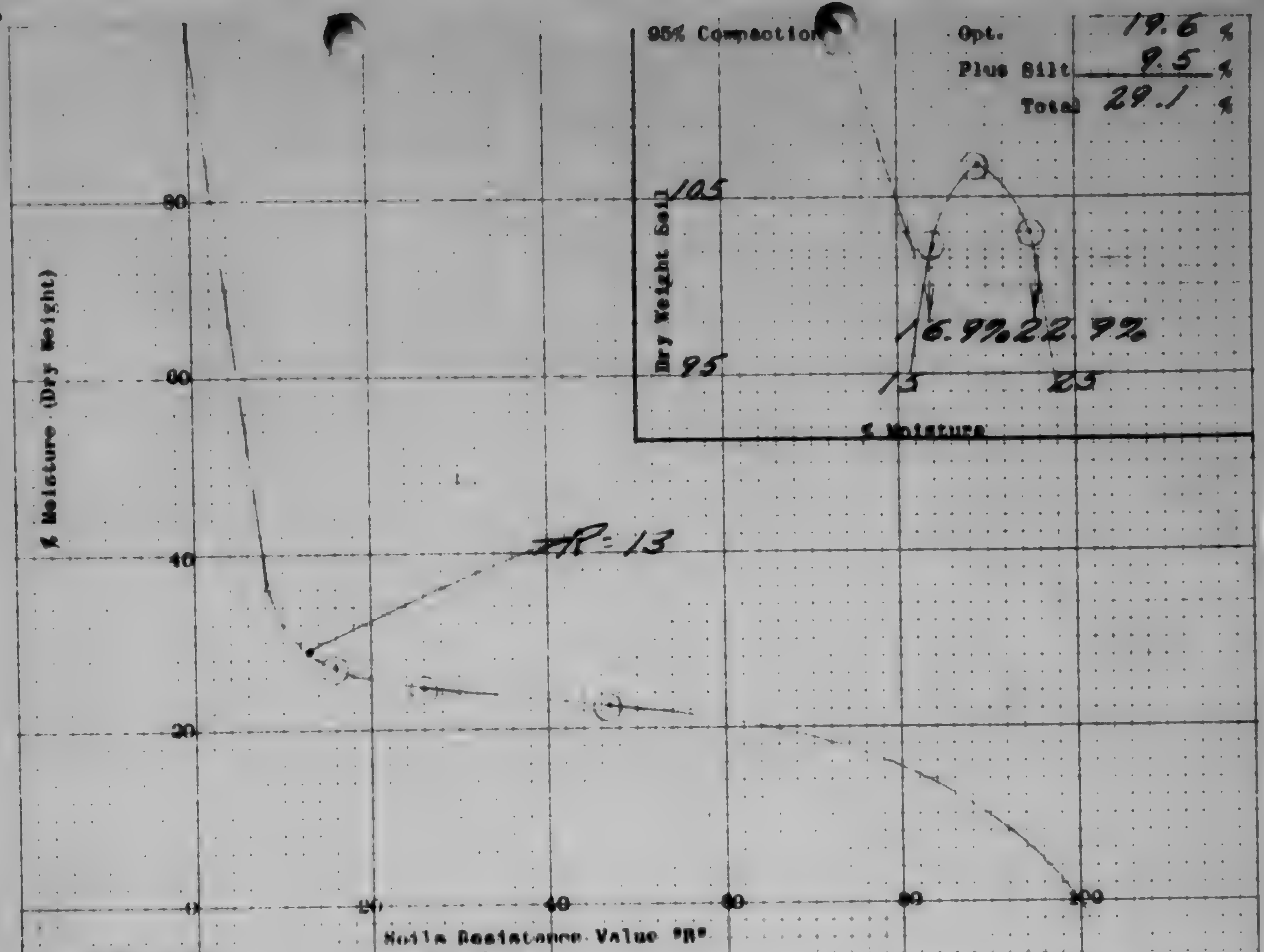
OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Fairfield - Hopmere
Hwy F.A.S. 159
Station M.P. 0.6
Depth - 10" - 36"
Hole # 4
To be used - Subgrade
Prefix No.
County - Marion
Date 1-24-55
Designed by N

CLEARPRINT PAPER CO. NO 73100 10 DIVIS 25 PER INCH BOTH WAYS 70 X 100 DIVISIONS



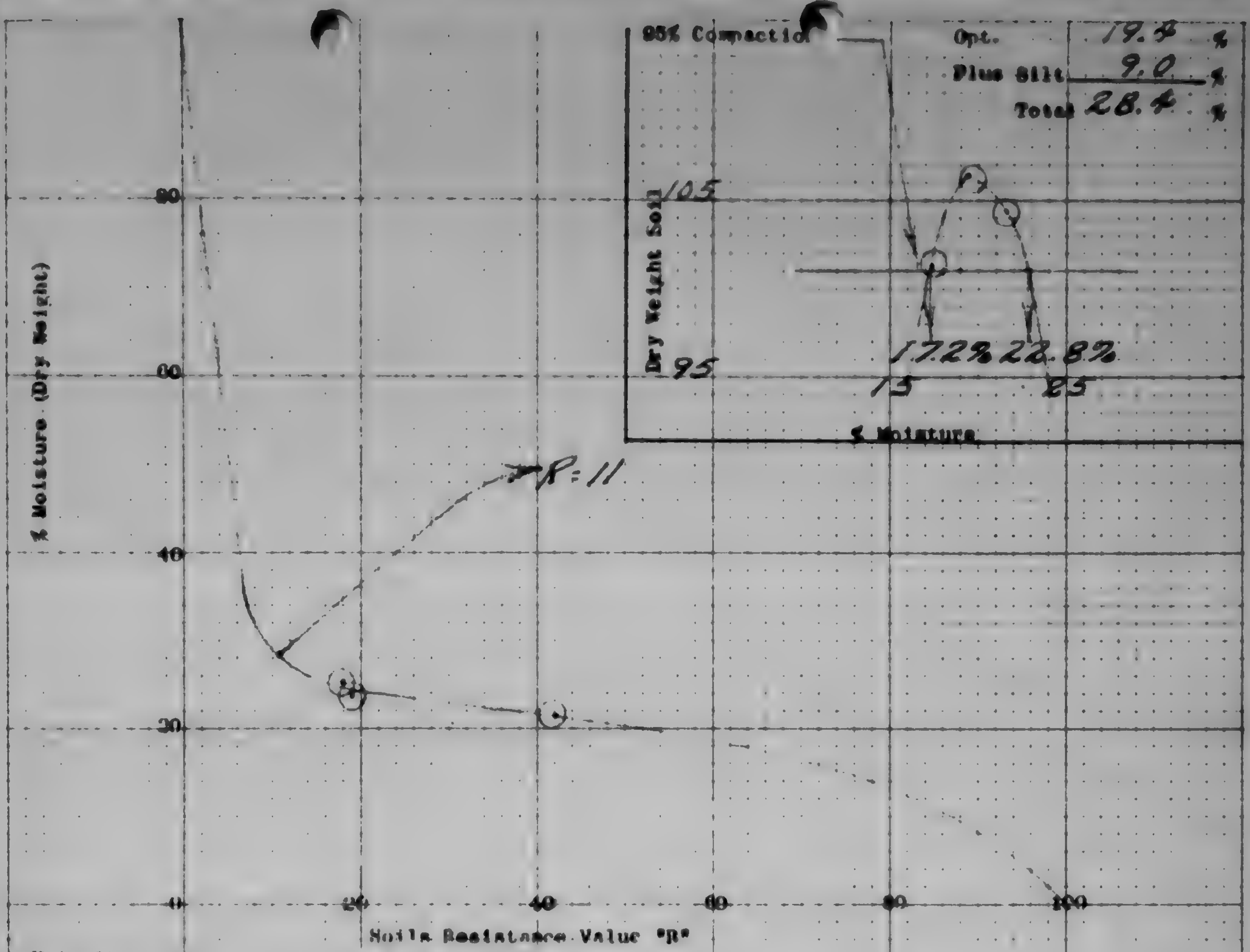
Data Sheet No	A37482
Lab. No.	355390
LL	37
PI	15
Pass 200 Screen	94.9%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	1.5 %
Coarse Sand	2.6 %
Fine Sand	10.2 %
Silt	50.7 %
Clay	35.0 %
Sg	2.69
Natural Moisture	%

Base & Wear M	Traffic	14.5 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.0 "
		11.5 "
Plus 25% Increase		3.0
Plus Wearing Surface		3.0 "
Total Base & Wear		17.5 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Fairfield - Hopmere
Hwy F.A.S. 159
Station M.P. 1.6
Depth - 6" - 36"
Hole # 9
To be used - Subgrade
Prefix No.
County - Marion
Date 1-24-55
Designed by N



Data Sheet No	A37482
Lab. No.	355392
LL	34
PI	11
Pass 200 Screen	87.2 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	8.2 %
Coarse Sand	2.9 %
Fine Sand	6.2 %
Silt	50.0 %
Clay	32.7 %
S-	2.70
Natural Moisture	%

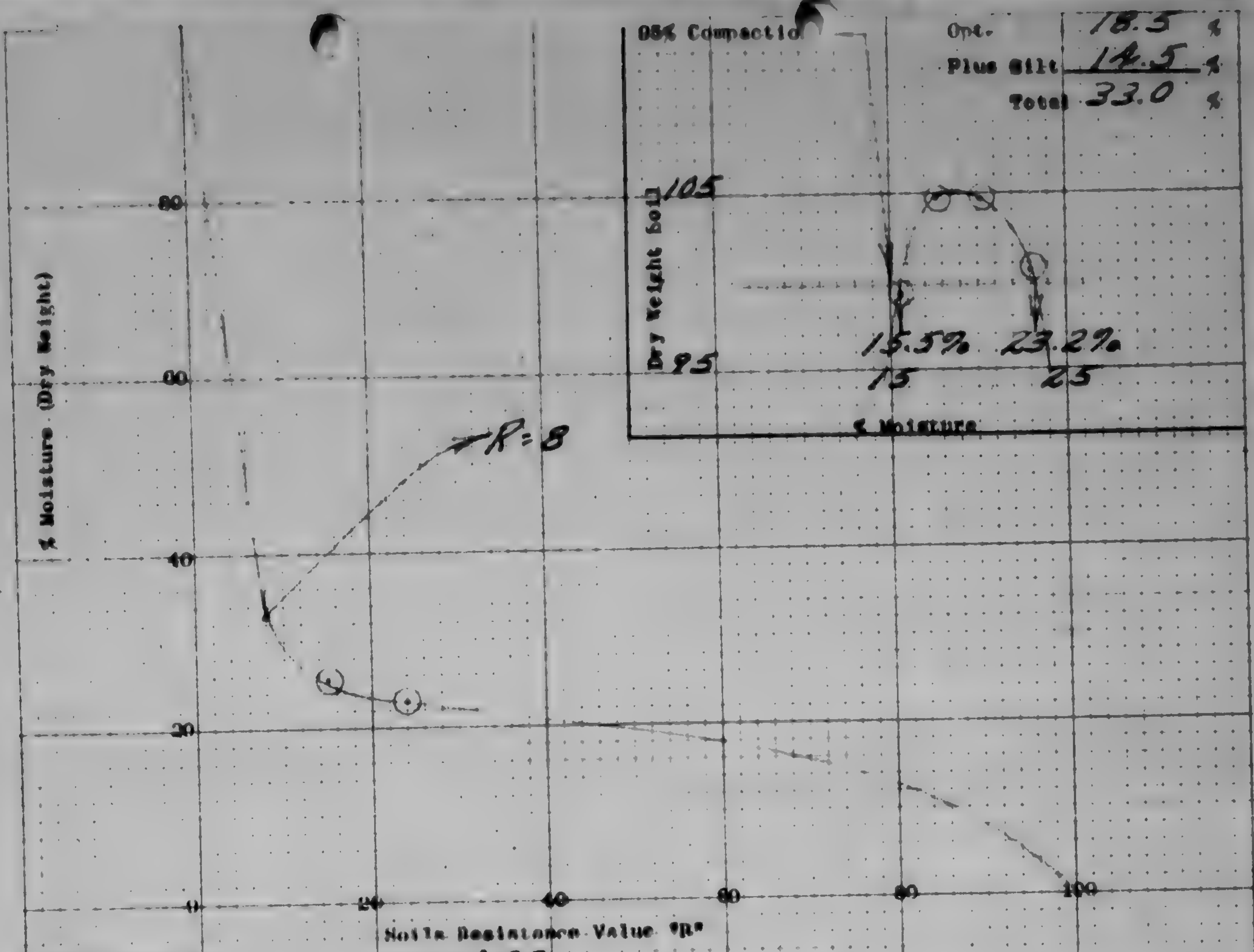
Base & Wear	M	Traffic	15.0 "
Minus Rock Reduction			— "
			"
Minus Wearing Surface			3.0 "
			12.0 "
Plus 25% Increase			3.0
Plus Wearing Surface			3.0 "
Total Base & Wear			18.0 "

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Fairfield - Hopmere
Hwy F.A.S. 159
Station M.P. 3.6
Depth - 11" - 36"
Hole # 19
To be used - Subgrade
Prefix No.
County - Marion
Date 1-25-55
Designed by N.

CLEARPRINT PAPER CO. NO. 1010 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT



Opt. 18.5 %
Plus Silt 14.5 %
Total 33.0 %

Data Sheet No A37482
Lab. No. 355393
LL 29
PI 10
Pass 200 Screen 95.0 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 0.2 %
Coarse Sand 2.4 %
Fine Sand 7.6 %
Silt 57.9 %
Clay 31.9 %
Sg 2.69
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear M Traffic 15.5 "
Minus Rock Reduction — "
"
Minus Wearing Surface 3.0 "
12.5 "
Plus 25% Increase 3.0
Plus Wearing Surface 3.0 "
Total Base & Wear 18.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Fairfield - Hopmere
Hwy F.A.S. 159
Station M.P. 4.6
Depth - 9" - 36"
Hole # 24
To be used - Subgrade
Prefix No.
County - Marion
Date 1-25-55
Designed by N

CLEARPRINT PAPER CO. NO. 1319O 10 DIVISIONS PER INCH BOTH WAYS

NOTED

J. F. HAGEMANN

Approved by Highway Commission October 28, 1954

MARION COUNTY
PROPOSED PROJECTS

FAS 590 - Pen Annex Bridge Section, $35,000. This bridge is over Mill Creek and is located on the Salem-Turner-Aumsville County Road opposite the Pen Annex approximately 3 miles southeast of Salem. The existing bridge is Highway Department Bridge Inventory No. 6010.

The proposed project is to construct a bridge with a 26' roadway on a revised alinement immediately east of the present bridge which will remain in service during bridge construction. The FAS project will be for the structure and placing a fill for the road approach at each end. The county will remove the existing bridge and construct the base and wearing surface on the road approaches. Mr. Hedda Swart, County Engineer, should be consulted prior to making the survey.

FAS 590 - Turner-Aumsville Section, 3.2 Miles, $100,000. This section extends from the county road intersection approximately 0.5 mile east of Turner, easterly to the North Santiam State Highway at Aumsville.

The proposed project is to grade, base, and place a 20' wide asphaltic concrete pavement 2-1/2" thick with 2' shoulders on an improved alinement for a distance of approximately 0.5 mile at the Aumsville end, and to widen and resurface the existing 16' pavement with a 20' asphaltic concrete pavement with 2' shoulders on the balance of the section. In addition, two bridges over Mill Creek are to be replaced with new 24' roadway structures. One structure to be replaced is the covered bridge over Mill Creek (Bridge Inventory No. 6009) approximately 1 mile east of Turner and will be reconstructed on the present alinement. The other bridge (Bridge Inventory No. 6008) is located approximately 1/4 mile west of Aumsville and the new bridge will be on a revised alinement. Mr. Swart, County Engineer, should be consulted regarding the line revision prior to making the survey.

FAS 591 - Abiqua Creek Bridge, $30,000. This bridge is located approximately 2 miles northeast of Silverton on the Meridian County Road.

The proposed project is to construct a 26' roadway bridge over Abiqua Creek on the present alinement. The FAS project will be for the structure only, including removal of the existing bridge. The county will close the road during construction and construct road approaches as required.

FAS 159 - Fairfield Junction-Hopmere Section, 4.7 Miles, $100,000. This section extends from the junction with the county road leading to Fairfield and St. Paul, southerly along the North River Road to the north end of the Hopmere-Wheatland Junction project at Hopmere.

The proposed project is to grade and place base material as required to widen and resurface the existing 16' asphaltic pavement with a 22' wide asphaltic concrete pavement with 3' shoulders. The estimated cost is based on a preliminary design of a total base and pavement thickness of 12-1/2" on the widened portions with the pavement thickness varying from 2-1/2" on the widened portions to 1-1/2" at the center line of the existing pavement. Usable survey data is probably available in the County Engineer's office.

U-133(8) Hillsboro Sec. of the 1955
Tualatin Valley Hwy.
4540 (east-bound)

FORM E-123X 50M , 5-57

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
OCT 3 1957
FOR

4540

October 1, 1957

Mrs. Ruth E. Mills
1012 Birchwood Drive
Hillsboro, Oregon

Re: Injury - Patricia Dumas Mills
Hillsboro, Oregon

Dear Mrs. Mills:

Your letter of September 9, 1957, directed to Mr. John Burton, of this Department's Engineering Staff, has been referred to this office for investigation and report.

This is to inform you that the Staff Attorney assigned to our Claims Department has made a complete and thorough investigation of the injury to your daughter, of which you complain, and has so reported to the undersigned.

In view of the report, I must inform you that I cannot recommend to the Commission the payment of the claim you made.

Should there be any further information that you desire from us concerning this, please do not hesitate to call upon me.

Very truly yours,

LEONARD I. LINDAS
Chief Counsel

LIL:br

cc Forrest Cooper ✓
cc L. H. Young

RECEIVED
OCT 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1957
FOR FILING
FORM E-30X—50M—11-55—60223

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1957

SUBJECT: Hillsboro Section
Tualatin Valley Highway
Contract No. 4540

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am forwarding herewith a report on a mishap that occurred at the junction of Oak Street with 10th Avenue in Hillsboro. Along with the reports by the Assistant Division Engineer and the Resident Engineer is a copy of a letter from Mrs. Ruth E. Mills in which she sets forth the fact that her daughter stepped into a hole that was left in the traffic island during construction and which was never filled, and comments upon the injuries sustained by her daughter. She has indicated that she wishes at least compensation for medical bills incurred by treatment for the injuries sustained.

There were two holes cast in this island - one for a signal pole light and the other for a sign. The signal pole light was installed and the hole around it filled; however, after the original plans were made the Traffic Department changed their plans and installed a different type of sign which did not require the use of the hole which had been left in the concrete island. Miss Patricia Mills, the injuried party, and a companion crossed this intersection by a route other than the route designated by the painted crosswalk, stepped into the hole resulting in injuries to her. The reports by the Division Engineer and Resident Engineer are quite complete along with a sketch map showing the situation at this intersection.

This is being referred to you as it is obviously a legal matter. This hole has been filled in and steps taken to see that there is no recurrence of this type of thing.

Tom Edwards
Construction Engineer

By

FORREST COOPER

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc/encl. Forrest Cooper ✓

FORM E-96X—37,900—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 20th, 1957

SUBJECT: Hillsboro Section
Tualatin Valley Highway
Patricia Dumas Mills Accident

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Enclosed herewith is a letter from Mrs. Ruth E. Mills, 1012 Birchwood Drive, Hillsboro, Oregon, regarding injury sustained by her daughter Dumas Mills while crossing the highway at the intersection of 10th Avenue and Oak Street in Hillsboro on August 26, 1957. This letter was addressed to Mr. John Burton, resident engineer. Also enclosed is a copy of a letter from Mr. John Burton following a visit to Mrs. Mills at which time she requested payment of medical bills. A brief summary of the incident involved and subsequent action by this department is as follows.

At approximately 1:00 P.M. on August 26, 1957, Patricia Mills age 15, and a companion Teresa Senko age 15 of 28815 S. W. Oak Street Hillsboro, crossed the intersection of 10th and Oak Street from the S.E. corner to the S.W. corner, and apparently in so doing, cut across the traffic island and fell into a 24 inch diameter hole which had been left in the island for the purpose of installation of signals. As noted by Mr. Burton's letter, Patricia suffered cuts and bruises to her legs.

Upon notification of the incident, crews under the direction of Mr. B. P. Huntley, district maintenance superintendent, placed a barricade over the hole on the morning of August 27th, and in the afternoon of August 27th, filled the hole with cold mix.

Apparently the final signal installation at this intersection did not require the installation of more than one signal, which was located at the southerly end of the traffic island, and consequently the hole at the westerly end of the island into which the girl fell was not utilized for signal purposes. There was, however, a double posted directional sign erected just east of this hole.

For your information, there is enclosed herewith a sketch map of the area involved, showing the traffic island in question, and the areas painted as crosswalks for pedestrians. Also enclosed are two photographs taken by B. P. Huntley on August 27th, showing the hole into which Miss Mills fell after a barricade had been placed over it. Also enclosed are three general view photographs taken by Mr. John Burton on September 13, 1957, which clearly show the pedestrian crosswalks in the vicinity.

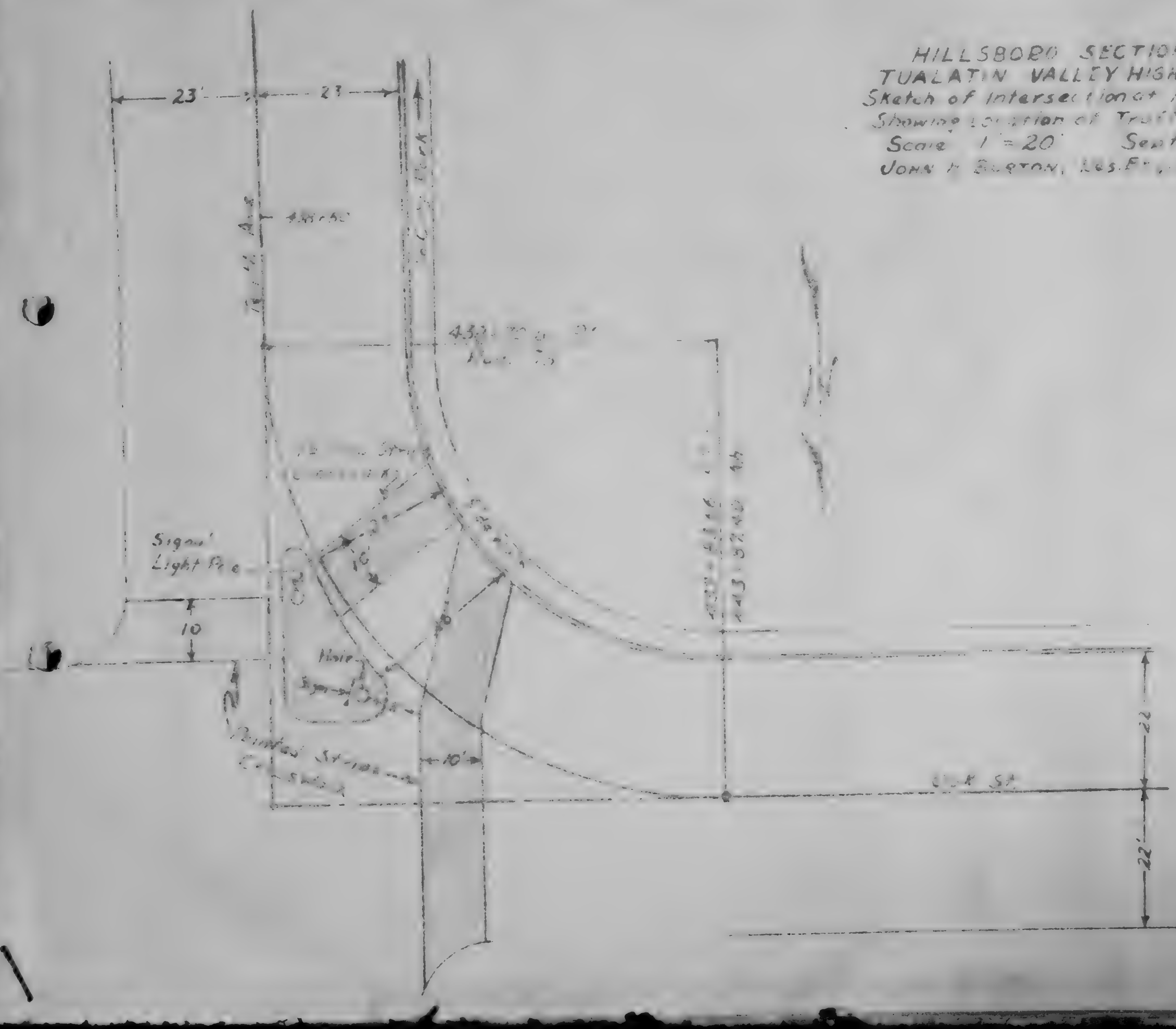
It is difficult to understand why anyone crossing from the southeast corner to the southwest corner would travel the route taken by the two girls, as proper direction for pedestrians is clearly indicated by crosswalk stripes. The request of Mrs. Mills for reimbursement for medical bills is forwarded to you for possible investigation, if desired by the traffic department, and determination of our legal resppnsibilities in regard to this claim.

A. E. Johnson

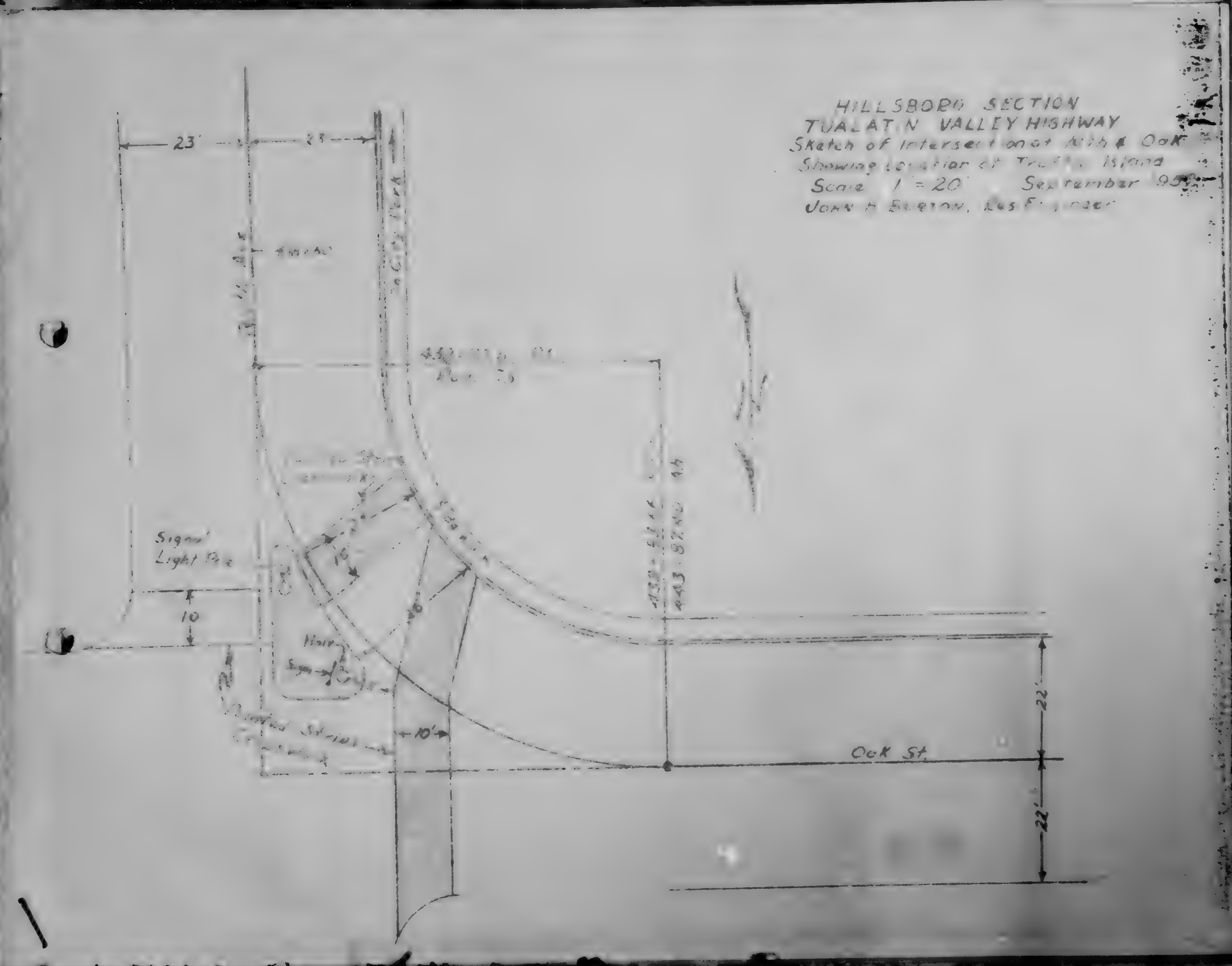
A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: John Burton
B. P. Huntley

RECEIVED
[illegible] 25 1957
OFFICE OF
STATE [illegible] ENGINEER



HILLSBORO SECTION
TUALATIN VALLEY HIGHWAY
Sketch of Intersection at 10th & Oak
Showing location of Traffic Island
Scale 1" = 20'   September 195
JOHN H BURTON, Res. Engineer



HILLSBORO SECTION
TUALATIN VALLEY HIGHWAY
Sketch of Intersection at 10th & Oak
Showing Location of Traffic Island
Scale 1" = 20' September 195
John H. Burton, Res. Engineer

Sept 9, 1957
[illegible] Birchwood Dr
[illegible], Oregon

John Burton
State Highway Dept.
2131 S.W. Scholls Ferry Rd
Portland, Oregon

Dear Mr Burton,

I have been advised by Mr Hatlem, of Hillsboro, that I should contact you regarding an accident [illegible] by my [illegible]. I understand that you are fully aware of the circumstances.

While her injury seems to be healing satisfactorily I still want to have a further examination by your doctor.

I presume you have [illegible] claim papers which you may send to me at the above address.

Yours sincerely
[illegible] Miller

Received 9/10/57 [illegible]

Contract

RECEIVED SEP 21 1957 FOR FILING

Monthly transaction number 9-77

Project report number 5

Form 2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Washington

Project number U-183(8)

U 183(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 26, 1956, is hereby modified as follows:

1510

Revised estimated total cost of project $ 188,394.78

Revised Federal funds $ 116,748.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of September, 1957.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By Mr McIver
Member, State Highway Commission
(Title)

By W B Brennan
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By G F Polk
Division Engineer

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

USComm-DC 11170

Form PR 2 (Revised 1950)

CPR8-1916

State Oregon

Project No. U-183(8)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 19 56, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of May, 19 55, a program, which was approved on the 24th day of June, 19 55, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 27th day of July, 19 55, and the sum of one hundred four thousand and 00/100 dollars ($ 104,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 439+40 and 22+00 in the Hillsboro urban area, , length 1.487 miles, in Washington County, being Oregon project No. U-183(8), consisting of 1.487 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred four thousand and 00/100 dollars ($104,000.00), which does not exceed the authorized Federal pro rata share of one hundred sixty-eight thousand, two hundred seventy-nine and 10/100 dollars ($168,279.10), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

ORGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid
Project No. U-183(8)

HILLSBORO SECTION OF THE TUALATIN

VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project Agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Inside City Limits of Hillsboro

Type Code 6201
Roadway (Sta. 439+40 to Sta. 499+27.3=0+00)(Contract No. 4540)

All Required	Clearing and Grubbing (40%)	$	$ 800.00
23 only	Removal of Catch Basins	30.00	690.00
8,000 lin. ft.	Removal of Curbs	0.30	2,400.00
330 sq. yds.	Removal of Walks	0.50	165.00
450 sq. yds.	Removal of Driveways	0.50	225.00
1,010 cu. yds.	Drainage Excavation, Unclassified	2.50	2,525.00
8,600 cu. yds.	General Excavation, Unclassified	0.75	6,450.00
26,000 yd. sta.	Short Overhaul	0.01	260.00
600 C-yd.sta.	Long Overhaul	0.30	180.00
1.07 miles	Finishing Roadbed and Slopes	600.00	642.00
650 lin. ft.	Extra for Pipe Under Pavement	3.00	1,950.00
3,400 lin. ft.	12" Sewer Pipe	1.50	5,100.00
36 only	Concrete Catch Basins	50.00	1,800.00
7 only	Concrete Manholes	200.00	1,400.00
20 only	Adjustment of Manholes	30.00	600.00
360 cu. yds.	Concrete Curbs	42.00	15,120.00
1,220 sq. yds.	Concrete Driveways	4.50	5,490.00
50 lin. ft.	1½" Electrical Conduit	1.50	75.00
7,200 cu. yds.	Coarse Crushed Material in Base	2.70	19,440.00
900 cu. yds.	3/4" - 0 Material in Base	3.00	2,700.00
210 M-gal.	Sprinkling	1.50	315.00
1.07 miles	Preparation of Base	300.00	321.00
140 cu. yds.	3/4" - 0 Material in Binder Course	4.00	560.00
22 tons	RC-3 Asphalt in Binder Course	40.00	880.00
5,900 tons	Class "B" Asphaltic Concrete	6.50	38,350.00
10 tons	RS-1 Asphalt in Tack Coat	50.00	500.00
30 only	Extra for Asphaltic Concrete Approaches	30.00	900.00
28 tons	150-200 Asphalt in Pavement Seal	45.00	1,260.00
280 cu. yds.	Aggregate in Pavement Seal	4.00	1,120.00
	Subtotal		$112,218.00
	10% Engr. & Cont.		11,221.80
	Total		$123,439.80

Length of Roadway 1.071 Miles
Cost of Roadway Per Mi. $115,256.58

Outside City Limits of Hillsboro

Type Code 6201

Roadway (Sta. 199+77.3-0+00 to Sta. 22+00) (Contract No. 4540)

All Required	Clearing and Grubbing (20%)	$	$ 400.00
20 cu. yds.	Drainage Excavation, Unclassified	2.50	50.00
1,400 cu. yds.	General Excavation, Unclassified	0.75	1,050.00
0.42 Mile	Finishing Roadbed and Slopes	600.00	252.00
120 lin. ft.	18" Concrete Pipe	2.50	300.00
20 cu. yds.	Concrete Curbs	42.00	840.00
60 sq. yds.	Concrete Driveways	4.50	270.00
8,600 cu. yds.	Coarse Crushed Material in Base	2.70	23,220.00
900 cu. yds.	3/4" - 0 Material in Base	3.00	2,700.00
230 M-gal.	Sprinkling	1.50	345.00
0.42 mile	Preparation of Base	300.00	126.00
70 cu. yds.	3/4" - 0 Material in Binder Course	4.00	280.00
10 tons	RC-3 Asphalt in Binder Course	40.00	400.00
1,500 tons	Class "B" Asphaltic Concrete	6.50	9,750.00
2 tons	RS-1 Asphalt in Tack Coat	50.00	100.00
8 tons	150-200 Asphalt in Pavement Seal	45.00	360.00
80 cu. yds.	Aggregate in Pavement Seal	4.00	320.00
	Subtotal		$ 40,763.00
	10% Engr. & Cont.		4,076.30
	Total		$ 44,839.30

Length of Roadway 0.416 Mile

Cost of Roadway Per Mi. $107,786.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Hillsboro			
Roadway	$123,439.80	$ 76,288.00	$47,151.80
Outside City Limits of Hillsboro			
Roadway	44,839.30	27,712.00	17,127.30
	$168,279.10	$104,000.00	$64,279.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 39, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-183 (8)

HILLSBORO SECTION OF THE TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 26, 1955

Inside City Limits of Hillsboro

Type Code 6201
Roadway (Sta. 439+40 to Sta. 499+27.3=0+00)

All Required	Clearing and Grubbing (40%)		$ 1,200.00
23 only	Removal of Catch Basins	20.00	460.00
8,000 lin. ft.	Removal of Curbs	0.20	1,600.00
330 sq. ~~ft.~~ yd	Removal of Walks	0.50	165.00
450 sq. ft. yd	Removal of Driveways	0.50	225.00
1,010 cu. yds.	Drainage Excavation, Unclassified	3.00	3,030.00
8,600 cu. yds.	General Excavation, Unclassified	0.45	3,870.00
26,000 yd. sta.	Short Overhaul	0.02	520.00
600 C-yd.sta.	Long Overhaul	0.50	300.00
1.07 miles	Finishing Roadbed and Slopes	600.00	642.00
650 lin. ft.	Extra for Pipe Under Pavement	2.00	1,300.00
3,400 lin. ft.	12-inch Sewer Pipe	2.50	8,500.00
36 only	Concrete Catch Basins	70.00	2,520.00
7 only	Concrete Manholes	250.00	1,750.00
20 only	Adjustment of Manholes	50.00	1,000.00
360 cu. yds.	Concrete Curbs	45.00	16,200.00
1,220 sq. yds.	Concrete Driveways	4.50	5,490.00
50 lin. ft.	1½ inch Electrical Conduit	1.50	75.00
7,200 cu. yds.	Coarse Crushed Material in Base	3.15	22,680.00
900 cu. yds.	3/4" - 0 Material in Base	3.50	3,150.00
210 M-gal.	Sprinkling	2.50	525.00
1.07 miles	Preparation of Base	250.00	267.50
140 cu. yds.	3/4" - 0 Material in Binder Course	4.00	560.00
22 tons	RC-3 Asphalt in Binder Course	42.00	924.00
5,900 tons	Class "B" Asphaltic Concrete	6.00	35,400.00
10 tons	RS-1 Asphalt in Tack Coat	48.00	480.00
30 only	Extra for Asphaltic Concrete Approaches	25.00	750.00
28 tons	150-200 Asphalt in Pavement Seal	45.00	1,260.00
280 cu. yds.	Aggregate in Pavement Seal	4.75	1,330.00
	Subtotal		$116,173.50
	10% Engr. & Cont.		11,617.35
	Total		$127,790.85

Length of Roadway 1.071 Miles
Cost of Roadway Per Mile $119,319.18

Outside City Limits of Hillsboro

Type Code 6201
Roadway (Sta. 499+97.3=0+00 to Sta. 22+00)

All Required	Clearing and Grubbing (20%)	$	$ 600.00
20 cu. yds.	Drainage Excavation, Unclassified	3.00	60.00
1,400 cu. yds.	General Excavation, Unclassified	0.45	630.00
0.42 mile	Finishing Roadbed and Slopes	600.00	252.00
120 lin. ft.	18-inch Concrete Pipe	2.75	330.00
20 cu. yds.	Concrete Curbs	45.00	900.00
60 sq. yds.	Concrete Driveways	4.50	270.00
8,600 cu. yds.	Coarse Crushed Material in Base	3.15	27,090.00
900 cu. yds.	3/4" - 0 Material in Base	3.50	3,150.00
230 M-gal.	Sprinkling	2.50	575.00
0.42 mile	Preparation of Base	250.00	105.00
70 cu. yds.	3/4" - 0 Material in Binder Course	4.00	280.00
10 tons	RC-3 Asphalt in Binder Course	42.00	420.00
1,500 tons	Class "B" Asphaltic Concrete	6.00	9,000.00
2 tons	RS-1 Asphalt in Tack Coat	48.00	96.00
8 tons	150-200 Asphalt in Pavement Seal	45.00	360.00
80 cu. yds.	Aggregate in Pavement Seal	4.75	380.00
	Subtotal		$ 44,498.00
	10% Engr. & Cont.		4,449.80
	Total		$ 48,947.80

Length of Roadway 0.416 Mile
Cost of Roadway Per Mile $117,662.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City Limits of Hillsboro			
Roadway	$127,790.85	$ 78,812.00	$48,978.85
Outside City Limits of Hillsboro			
Roadway	48,947.80	30,188.00	18,759.80
	$176,738.65	$109,000.00	$67,738.65

RECEIVED
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4540

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE CAPITOL 8-7221

April 2, 1957

Hillsboro Paving

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission have in 1957 discontinued the following grades of Penetration Paving Asphalts - 100-120 Pen. and 150-200 Pen. Their current specifications include the following Penetration Grades: 60-70, 85-100, 120-150, and 200-300 Pen. Asphalt, which are the only products we have available for normal shipment.

It is noted that your contract No. 4540 with the Oregon State Highway Commission calls for (720 tons of (100-120
(60 (150-200
Penetration Paving Asphalt.

In order to eliminate any possible delays in shipment, it is suggested that you contact the engineer in charge of this job to determine which of the available grades they wish to substitute for the discontinued grade called for in the specifications.

Upon hearing from you in this regard, we will complete the necessary details in this office to expedite shipments upon your request.

Yours very truly,

K. R. Blee
K. R. Blee
Asphalt Manager

Apr. 5, 1957
O.S.H.C.
Please advise.
Babler Bros., Inc.
R. H. [illegible]
~~R. R. [illegible]~~

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MAR [illegible] 1957
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OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) U-1835(E)	(EST. NO.)	(CONTRACTOR)	
4540	12-Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6082	H-176421	$ 8,655.66	3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1956

Time Extensions: to Nov. 9, 1956

Completion Date: Nov. 9, 1956

Date Accepted: Feb. 28, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 22 1957

Ruth Rawlings

A

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MAR 12 1957
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[illegible]

47

March 12, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4540 for work performed on the Hillsboro Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Rogers Construction Co., on November 9, 1956 and was formally accepted by the Highway Commission on February 28, 1957.

Final payment in the amount of $8,055.66 will be released to the contractor on or after March 22, 1957. The total contract amount is $273,531.02, of which amount $1,270.93 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor .

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

A

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JAN 24 1957
FOR FILING

U-183(5)

[illegible]

January 24, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company in connection with contract No. 4540, for grading and paving on the Hillsboro Section of the Tualatin Valley Highway in Washington County. This payment in the amount of $13,509.92 will be released to the contractor on or after February 4, 1957. The retained percentage is $8,210.58.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

El

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

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JAN 21 1957
FOR FILING

U-183(8)

4540

January 17, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering excavation of the intersection of Second and Oak Streets on the Hillsboro Section of the Tualatin Valley Highway in Washington County, Contract No. 4540, in connection with Federal Aid Project No. U-183(8).

This work is necessary to meet the grade of the new pavement. Due to the existence of water and gas lines, the work is more difficult than the normal general excavation. Also grading had been completed and extra work has been determined as the most fair basis.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

Form E-1—10M—1-56

O GON STATE HIGHWAY DEPARTM T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 12, 19 57

Section Hillsboro

Kind of work Grading & Paving

Highway Tualatin Valley

Section prefix 34-1091

Contractor Rogers Construction Co.

Contract number 4540

Date of contract October 14, 19 55

Date of completion August 31, 19 56

Date work started January 3, 19 56

Estimated date of completion November 9, 19 56

Project authorization . . . . $ 304,442.00

Exclusive of Engineering . . . . . . $ 282,561.68

Per cent of time elapsed 122 %

Estimated cost of completed project, exclusive of engineering . . . . $ 286,670.34

Estimated per cent overrun or ~~underrun~~ . . . . 1.35 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 21,880.32

Engineering cost to date $ 26,747.06, 122.2 %

Date project was completed November 9, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final estimate was submitted to Division office on Wednesday January 8.

RECEIVED
JAN 14 1957
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. BA[illegible]

Noted
M. N. Juve

NOTED
L. H. Young

NOTED
TOM EDWARDS

Signed John H. Buxton

Address 2131 SW Scholls Ferry Road, Portland 1, Ore

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 20673

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.61	2.61			2.61
Miles partially completed					
Miles completed	2.61	2.61			2.61
Total estimated quantities (contract)	15,000	28,000			12,000
Total quantities corrected to date	18,600	33,600			13,740
Estimated quantities moved or placed to date	18,600	33,600			13,740
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Showers		
Friday	"		
Saturday			

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454

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1957

SUBJECT: Hillsboro One-way Streets Section
Tualatin Valley Highway
Contract No. 4540

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

I am forwarding herewith a copy of a letter from Attorney Charles Peterson regarding the controversy as to the location of Mr. Schwab's driveway in Hillsboro. It is Mr. Peterson's opinion, based on examination of the transcript of the trial, that the State had agreed to change the location of the one driveway at State's expense.

Please arrange to change this driveway access point and submit the appropriate order for doing so through this office at your earliest convenience.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc/encl. Forrest Cooper ✓

NOTED
FORREST COOPER

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1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], 1957
Salem, Oregon

SUBJECT: State of Oregon
vs.
O. E. Schwab, et al.
Case No. 18896
Our file L-2429 R-23841
Hillsboro One-way Sts. Sec.
Tualatin Valley Highway

To: Mr. L. H. Young
Ass't Construction Engineer
Office

On or about November 2 in your office we discussed a change of access opening on the property involved in the above condemnation action. It appears that Mr. Schwab had requested the office of Mr. Skelton to effect this change and that Mr. J. W. Barney, City Engineer of Hillsboro, had consented to the change for the city. The only hitch appeared to be that Mr. Schwab felt the change should be made at the expense of the State. It will be recalled that during construction the access openings were placed at the point designated by Mr. Schwab. His law suit was tried upon the theory that the station itself would have to be moved upon the remaining property in order to operate successfully. Having lost the law suit on that premise Mr. Schwab now desires a change in one of the access openings.

It is Mr. Schwab's contention that upon the trial one of the witnesses for the State testified that the accesses were placed according to the wishes of Mr. Schwab, further that the State was still ready, able and willing to change one of the accesses to where Mr. Schwab might wish it so long as such change was in accordance with State and city regulations. Mr. Schwab, of course, insists that such change was to be done at our own expense.

I contacted Mr. Bickerstaff by phone who stated that his testimony on the point might have been construed as Mr. Schwab took it.

A transcript of remarks of Mr. Landis to the jury seems to bear out the point, for Mr. Landis states:

> "Mr. Bickerstaff told you from the stand that we are ready, willing, and able to move this access down there, if he wants it, and we offer it to them, now, if they want it put down there."

NOTED
L. H. Young

Under all the circumstances, as a part and parcel of the law suit, I feel obliged to recommend that this change in access be made at the expense of the State. It has been indicated to me that such expense would be in the neighborhood of $[illegible].

Charles Peterson
CHARLES PETERSON
Assistant Attorney

CP:ap

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DEC 23 1956
FOR FILING

U-183(8)

4540

December 28, 1956

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from August 31, 1956 to November 30, 1956 within which to complete your contract No. 4540, for grading and paving on the Hillsboro Section of the Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request to and including November 9, 1956, the actual completion date. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

John Burton,
Resident Engineer

Tom Edwards,
Construction Engineer

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DEC 13 1956
FOR FILING

11-183 (8)

4540

December 12, 1956

Oregon State Highway Commission

Request for extension of time
No. 17
December 17 and 18 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Hillsboro Section, grading and paving project, Contract No. 4540, from August 31, 1956 to November 30, 1956.

After the contract was awarded, the City of Hillsboro requested that connections be made at 1st and 9th Streets, and that additional paving be placed on Oak Street. These requests materially increased the amount of work on the contract and necessarily delayed the time required for completion. The project was actually completed on November 9, and I recommend the extension, to and including that date, without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in the above recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

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U-183 (8)

4540

A

November 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 9, 1956, on Contract No. 4540, Hillsboro Section in Washington County, in connection with Federal Aid Project No. U-183 (8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]

CC: Clarence Summers

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NOV 16 1956
FOR FILING
U-183 (8)

4540

November 14, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Hillsboro Contract No. 4540, Oregon U-183 (8), from August 31, 1956 to and including November 9, 1956 to Rogers Construction Company, contractors.

The delay in this project was primarily due to our difficulty in securing a gravel source which would meet specifications. The pit originally designated did not prove satisfactory and would not meet specifications, and it was necessary to locate another source. The overrun was not the fault of the contractor, and I would therefore recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
OCT 4 1956
FOR FILING

U-183(8)
4540

Salem, Oregon
October 4, 1956

Increase in Authorization
Contract No. 4540

L. V. Hlickenstaff
Resident Highway Engineer
2131 S.W. Scholls Ferry Rd.
Portland, Oregon

This is to advise you that at its meeting of September 27, 1956, the State Highway Commission approved an increase in project authorization of $21,000 on Contract No. 4540, Hillsboro Section in Washington County.

The new total project authorization is $304,442.00. This amount should be used on all future reports.

S. H. Probert
Office Engineer

DSP:ia

cc: A. G. Skelton

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AUG 31 1956
FOR FILING

4540

August 31, 1956

Oregon State Highway Commission

Gentlemen:

Due primarily to some additions to the original contract, it appears that we will have an overrun of $21,000 on Contract No. 4540, Hillsboro Section of the Tualatin Valley Highway.

The improvement of 1st and 9th Streets, which was approved by the Commission, added to the cost in the sum of $13,699, and widening of 10th Street between Oak and Baseline Streets, which was approved by the Commission at its last meeting, added $5,000 to the cost. A revision near the westerly end of the project to improve sight distance in the interests of safety added $5,590 to the original estimate. As an offsetting factor, there appear to be uncommitted items in the contingency fund equalling $3,289. This will result in a net overrun of 7.69 per cent, or $21,000. It is requested that you approve an increase in the authorization for this project in that amount.

This matter will be on the agenda for the meeting on September 27 and 28.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

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AUG 30 1956
FOR FILING

4-183(8)

4540

33

August 29, 1956

Mr. J. W. Barney
City Manager
City of Hillsboro
Hillsboro, Oregon

Dear Sir:

With reference to your letter of August 24 regarding paving of the Hillsboro project, I wish to advise that it is our intention to at least get the base course paving done this fall. The plant with which this paving work is to be done is being set up on the Glenwood-North Plains job and the asphaltic concrete will be hauled to Hillsboro from there.

We believe the whole job can be completed, but, as stated before, we are sure to complete the base course.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:ep fn

ASSIGNMENT

Date: **August 29, 1956** No. 33 By Ec

Description: **Letter of August 24 by J. W. Barney, City Manager of Hillsboro, urging completion of highway construction thru Hillsboro**

Acknowledged by____ Referred to **Edwards** ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

Executed 8-29-56 Report Received_________

LESLIE J. [illegible]ER
Mayor
J. W. BARNEY
City Manager
E. M. BOWMAN
City Recorder
G. L. GLASS
City Treasurer
C. F. BRADLEY
City Attorney

COUNCILMEN
THOS. C. DOYLE, Ward 1
HANS STREITWIESER, Ward 1
W. C. SCHWENN, Ward 2
WALTER S. FRASER, Ward 2
ARNIE E. DICKASON, Ward 3
CHARLES W. POOL, Ward 3

HILLSBORO, OREGON

24 August, 1956

tion through Hillsboro, this is to urge the

with the curb work, and has started to install
ing, I presume, with the idea of going ahead
he fact that the paving plant has not been
ny information regarding the matter, I felt
with you.

As you know, the portion through the City is curbed on both sides for the full distance, and unless the project is completed this will create an inconvenience if not a hazardous condition during the winter, and will also be very difficult to properly drain, inasmuch as the drainage inlets will be above the base material.

It would seem that there is ample time yet to pave the section through the City, and this is to urge on behalf of the City Administration and the people of the City of Hillsboro, that the contractor be compelled to complete this contract this Fall.

I would appreciate your reaction to this request, as our people feel quite strongly about the matter.

Very truly yours,

CITY OF HILLSBORO

By J W Barney
J.W. BARNEY
City Manager

JWB:LB
c/c to A.G. Skelton, Div. Engineer
c/c to Leslie J. Alter, Mayor, City of Hillsboro

CITY OF HILLSBORO

LESLIE J. ER
Mayor
J. W. BARNEY
City Manager
E. M. BOWMAN
City Recorder
G. L. GLASS
City Treasurer
C. F. BRADLEY
City Attorney

COUNCILMEN
THOS. C. DOYLE, Ward 1
HANS STREITWIESER, Ward 1
W. C. SCHWENN, Ward 2
WALTER S. FRASER, Ward 2
ARNIE E. DICKASON, Ward 3
CHARLES W. POOL, Ward 3

HILLSBORO, OREGON

REFERRED TO
Cooper
By State Highway Engineer
Please prepare reply

24 August, 1956

Mr. W.C. Williams
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

Regarding the highway construction through Hillsboro, this is to urge the completion of the job this Fall.

The contractor is all through with the curb work, and has started to install the topping rock preparatory to paving, I presume, with the idea of going ahead with the paving. However, due to the fact that the paving plant has not been erected, and we are unable to get any information regarding the matter, I felt I should take the matter up direct with you.

As you know, the portion through the City is curbed on both sides for the full distance, and unless the project is completed this will create an inconvenience if not a hazardous condition during the winter, and will also be very difficult to properly drain, inasmuch as the drainage inlets will be above the base material.

It would seem that there is ample time yet to pave the section through the City, and this is to urge on behalf of the City Administration and the people of the City of Hillsboro, that the contractor be compelled to complete this contract this Fall.

I would appreciate your reaction to this request, as our people feel quite strongly about the matter.

Very truly yours,

CITY OF HILLSBORO

By J W Barney
J.W. BARNEY
City Manager

JWB:LP
c/c to A.G. Skelton, Div. Engineer
c/c to Leslie J. Alter, Mayor, City of Hillsboro

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U-12 [illegible]

4540 agenda file

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1956

SUBJECT: Hillsboro-Tualatin Valley
Contract No. 4540

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

W. C. WILLIAMS

Referring to the Summary of Unfinished Business, Item 5, concerning the request by the City of Hillsboro that one-half block on 10th Street between Oak and Base Line be included in our current contract for widening. The widening of this one-half block is estimated to cost $5,000. This, along with the improvement of 1st Street and 9th Street which was added by negotiations to the present contract, results in an overrun of $21,411.00, or 7.69%, on the project.

If this additional work is approved, we will immediately take steps to submit a request for authorization to overrun the contract amount.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

NOTED

RECEIVED
AUG 13 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-372—10M—7-55

U-183 (5)
4-40

A

File

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Hillsboro

Date August 10, 1956

Highway Tualatin Valley

Contract No. 4540

County Washington

Kind of Work Grading & Paving

Contractor Rogers Construction Co.

Contract Amount $237,934.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

		Quantity	Unit Price	Amount	
7.	General Excavation, Incl. [illegible]	[illegible] Cy.	$[illegible]	$2,[illegible]	over
23.	Coarse Crushed Matl. in Base	1,[illegible] "	.70	[illegible]	over
24.	3/4"-0 Matl. in Base	[illegible] "	[illegible]	1,[illegible]	over

Minor items, unitemized algebraic total over $1[illegible]

Subtotal $7,[illegible].00

Approved work orders (Price, extra work and state force orders) $[illegible]5,199.10

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total over $[illegible]50.00

Subtotal $50.00

Authorization for engineering $1[illegible].32

Expected over-run or under-run of engineering authorization $0

Costs not included above (explain) Proposed P.A. #4 (Curb to Building on 1st. St.) $5,[illegible]

Allowance for future contingencies (5 % of work remaining) $4,[illegible].00

Credits to come from transfers and deductions $0

Present estimate of project cost $[illegible],853.42

Brief Statement of principal causes of over-run: Work as follows not included in original contract

P.A. No. 1 First St. and 9th. St	$1[illegible].10
Grade change at Sta. 30-35 (Base rock)	5,[illegible]
Proposed P.A. No. 4 (See above)	5,[illegible]
	$[illegible].10

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$[illegible],442.00
Present estimate of project cost	$[illegible],853.42
Expected over-run (Amount)	$21,411.42
Expected over-run (per cent)	7.69

Space to right of this line is for use of Salem office.

Submitted by: F. V. Blickenstaff
Resident Engineer

Noted by: L. W. [illegible]
Construction or Bridge Engineer

Confirmed by: A. L. Johnson
Assistant Division Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

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APR 23 1956
FOR FILING

[illegible]
450

April 18, 1956

Mr. Leonard E. Sauber
347 West Oak Street
Hillsboro, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 11 having reference to alleged damage to your residence in Hillsboro. Inasmuch as the State is held free from liability from actions of its contractors, I am forwarding your letter to the contractor, Rogers Construction Company, 11760 N. E. Glisan Street, Portland, Oregon, for such action as the Company deems appropriate.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. Forrest Cooper
Mr. A. G. Skelton
Rogers Construction Company

9

C
O
P
Y

April 11, 1956

State Highway Department
Salem, Oregon

Gentlemen:

The State of Oregon is building a one way grid system through the city of Hillsboro. My home is at 347 West Oak Street in Hillsboro. The construction activity on West Oak Street in the vicinity of my home has caused severe damage to the interior of my home. My home is plastered over wood lath. The clinch of the plaster is breaking loose in several places. It is my belief that excessive vibration caused by the construction activity is the cause of the damage I am incurring. I am going to present a bill to you for damage to the house. I thought that you probably would want to send a damage estimator to take a look at the house before repair is undertaken.

Very truly yours,

/s/ Leonard E. Sauber

Leonard Sauber

RECEIVED
APR 4 - 1956
FOR FILING

U 183(8)
4540

8

April 3, 1956

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 2 covering flagging on the Hillsboro Section of the Tualatin Valley Highway in Washington County, Contract No. 4540, in connection with Federal Aid Project No. U-183(8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DDP:bb

Encl.

RECEIVED
JAN 9 1956
FOR FILING

U-183(8)
4540

January 6, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 3, 1956, on Contract No. 4540, Hillsboro Section, in Washington County, in connection with Federal Aid Project No. U-183(8).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]:le

RECEIVED
NOV 10 1955
FOR FILING

u-183(8)
4540

November 9, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4540, covering the Hillsboro Section of the Tualatin Valley Highway in Washington County, awarded October 14, 1955.

Contract No. 4541, covering the Banks Interchange Section of the Nehalem Highway in Washington County, awarded October 20, 1955.

Contract No. 4543, covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, awarded October 24, 1955.

Copies of these contracts are being sent to you for your files. We are also sending the surety on your performance bonds unexecuted copies for their files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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OCT 25 1955
FOR FILING

FORM ~~[illegible]~~ 11-183(8)
4540

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 20, 1955

SUBJECT: Hillsboro One way St. Sec.
Tualatin Valley Highway
Washington County

To:

W. C. Williams
Deputy State Highway Engineer
OFFICE

PLEASE RETURN TO
W. C. WILLIAMS

This is to confirm our telephonic conversation of a few days ago in which we advised that all rights of way for this project had been secured with the exception of the corner of the Richfield Service Station at 10th & Oak Street.

It is our recommendation that the contract be awarded, and that the contractor be told to stay off of the service station property until such time as a condemnation complaint can be filed.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/mab

NOTED
L. H. Young

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1955
FOR FILING

U-199(8)
4540

October 14, 1955

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 11, 1955 accepted your proposal for grading and paving the Hillsboro Section of the Tualatin Valley Highway in Washington County for the sum of $237,504.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4540.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Salem, Oregon
October 14, 1955
3:50 p.m.

Contract for Hillsboro Section of Tualatin Valley Highway, Washington County, for which you submitted low bid on August 11, 1955 awarded you today. Contract forms follow shortly.

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
✓ Files

Construction Company of Portland, Oregon, low bidder in the amount of $237,504.00 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 17 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1955
~~FOR~~ FILING
OREGON DISTRICT

U-183(8)
4540

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

October 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project U-183(8), Hillsboro-Section of the Tualatin Valley Highway, we hereby concur as of this date in award of contract No. 4540 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $237,504.00 at the August 11, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 17 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 17 1955
FOR FILING

U-183 (8)
4540

October 14, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Hillsboro Section of the Tualatin Valley Highway in Washington County, Project U-183(8), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $237,504.00 submitted on August 11, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

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SEP [illegible] 1955
FOR FILING

file

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

[illegible]
[illegible]

September 15, 1955

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams ✓

Re: Grading and Paving, Hillsboro Section
Tualatin Valley Highway
Washington County

Gentlemen:

In accordance with our conversation this date, we herewith grant the Oregon State Highway Department thirty (30) days or more additional time to award us the contract on the above outlined project. There is to be no additional compensation to our company for this extension of time.

Yours very truly,

ROGERS CONSTRUCTION CO.

W. R. Rogers

WRR:ec

RECEIVED
SEP 16 1955
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 - 1955
FOR FILING

U-183(8)
4.40

August 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In connection with the proposed work on the Hillsboro Section of the Tualatin Valley Highway, Project U-183(8), we give you assurance that the grade crossing involved will be protected with automatic flashing-light signals and otherwise in accordance with the provisions of G.A.M. No. 63.

This installation will be made without federal participation in cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

File

RECEIVED
AUG 5 - 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project U-183(8), Hillsboro Section of the Tualatin Valley Highway in Washington County.

This is to authorize your advertising for bids.

Approval of P. S. and E. documents and authorization for advertising are given with the understanding that the railroad grade crossing within the limits of the project will be adequately protected in accordance with General Administrative Memorandum No. 63.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward copies of a resolution from the Hillsboro City Council covering construction within the city limits.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 26 1955
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 18, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the major program change request dated July 12, 1955 of Item 44 of the Urban Highway Program involving a 0.70 mile extension along South 10th Street of Project U-183(8), Hillsboro Section.

Our review of the improvement proposed indicates that the typical section is deficient in that the median width is but 2 feet and that there are no left turn refuge lanes and no shoulders or parking lanes. Furthermore, it is our belief that the ultimate location of the Hillsboro to Reedville Section should not lie on 10th Street but rather on a new location somewhat to the northeast.

In view of width deficiences of the section and the questionable routing of the proposed extension, we are unwilling to recommend this change for approval to our Division Office. Accordingly, all documents are being returned without action.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

Encls.

RECEIVED
JUL 1[illegible]
OREGON
STATE HIGHWAY COMMISSION

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 12, 1955
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal-aid Urban Highway Program
(Previous program)

UNTY Washington

(Date of approval)

Route No. FA 32

	Item No.	Project No.	Termini	Class of Work	Project Cost Total Cost	Project Cost Federal Funds	Project Cost State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and Drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	1.70	
UESTED Revision	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000	2	
				TOTAL	295,000	177,000	118,000	3.40	

Program Balance of changes is $ ______ funds subsequent to approval of this and previously recommended

Program Revision Request

Reason for change: Completion of survey data has developed the funds programmed to be sufficient to include in the improvement the section of 10th Ave. from E. Oak Street to the east city limits of Hillsboro. Accordingly, it is requested the proposed project be extended to include this additional work. On this added portion the improvement will provide four 11-foot lanes with a 2-foot median. No parking is to be permitted on this section.

Date July 12, 1955

By

Asst (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 12, 1955
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal-aid Urban Highway Program
(Previous program)

(Date of approval)

UNTY Washington

Route No. FA 32

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and Drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	1.70	
UESTED REVISION	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	3.40	

Program Balance of changes is $ funds subsequent to approval of this and previously recommended Program Revision Request

Reason for change: Completion of survey data has developed the funds programmed to be sufficient to include in the improvement the section of 10th Ave. from E. Oak Street to the east city limits of Hillsboro. Accordingly, it is suggested the proposed project be extended to include this additional work. On this added portion the improvement will provide four 11-foot lanes with a 2-foot median. No parking is to be permitted on this section.

Date July 12, 1955

By
Asst. (State Highway Engineer)

Recommended for Approval: (District Engineer) (Date)

Recommended: (Division Engineer) (Date)

Approved: (Acting Commissioner) (Date)

U.S. GOVERNMENT PRINTING OFFICE 16—61600-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 12, 1955
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal-aid Urban Highway Program
(Previous program)

(Date of approval)

UNTY Washington

Route No. FA 32

	Item No.	Project No.	Termini	Project Cost: Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
	44	U-163(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
ITEM AS NOW PROGRAMED				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	1.70	
	44	U-163(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
UESTED REVISION				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	3.40	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Date July 12, 1955

By ____________ Asst.
(State Highway Engineer)

Reason for change: Completion of survey data has developed the funds programmed to be sufficient to include in the improvement the section of 10th Ave. from E. Oak Street to the east city limits of Hillsboro. Accordingly, it is requested the proposed project be extended to include this additional work. On this added portion the improvement will provide four 11-foot lanes with a 8-foot median. No parking is to be permitted on this section.

Recommended for Approval: ____________ (District Engineer) ____________ (Date)

Recommended: ____________ (Division Engineer) ____________ (Date)

Approved: ____________ (Acting Commissioner) ____________ (Date)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 12, 1955
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal-aid Urban Highway Program
(Previous program)

(Date of approval)

NTY Washington

Route No. FA 32

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and Drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	1.70	
UESTED REVISION	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				TOTAL	295,000	177,000	118,000	3.40	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Reason for change: Completion of survey data has developed the funds programmed to be sufficient to include in the improvement the section of 10th Ave. from E. Oak Street to the east city limits of Hillsboro. Accordingly, it is requested the proposed project be extended to include this additional work. On this added portion the improvement will provide four 11-foot lanes with a 2-foot median. No parking is to be permitted on this section.

Date July 12, 1955

By ____________ Asst.
(State Highway Engineer)

Recommended for Approval: ____________ (District Engineer) ____________ (Date)

Recommended: ____________ (Division Engineer) ____________ (Date)

Approved: ____________ (Acting Commissioner) ____________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61030-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 12, 1955
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal-aid Urban Highway Program
(Previous program)

(Date of approval)

UNTY Washington

Route No. FA 32

	Item No.	Project No.	Termini	Project Cost				Length Miles	Character of Proposed Work
				Class of Work	Total Cost	Federal Funds	State Funds		
Item as Now Programed	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and Drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				Total	295,000	177,000	118,000	1.70	
UESTED Revision	44	U-183(8)	Hillsboro Section	Survey-Plans					Grade and drain 4-lane high type pavement.
				Right-of-Way					
				Construction	295,000	177,000	118,000		
				Total	295,000	177,000	118,000	3.40	

Program Balance of ____________ funds subsequent to approval of this and previously recommended changes is $____________

Program Revision Request

Date July 12, 1955

By Asst. (State Highway Engineer)

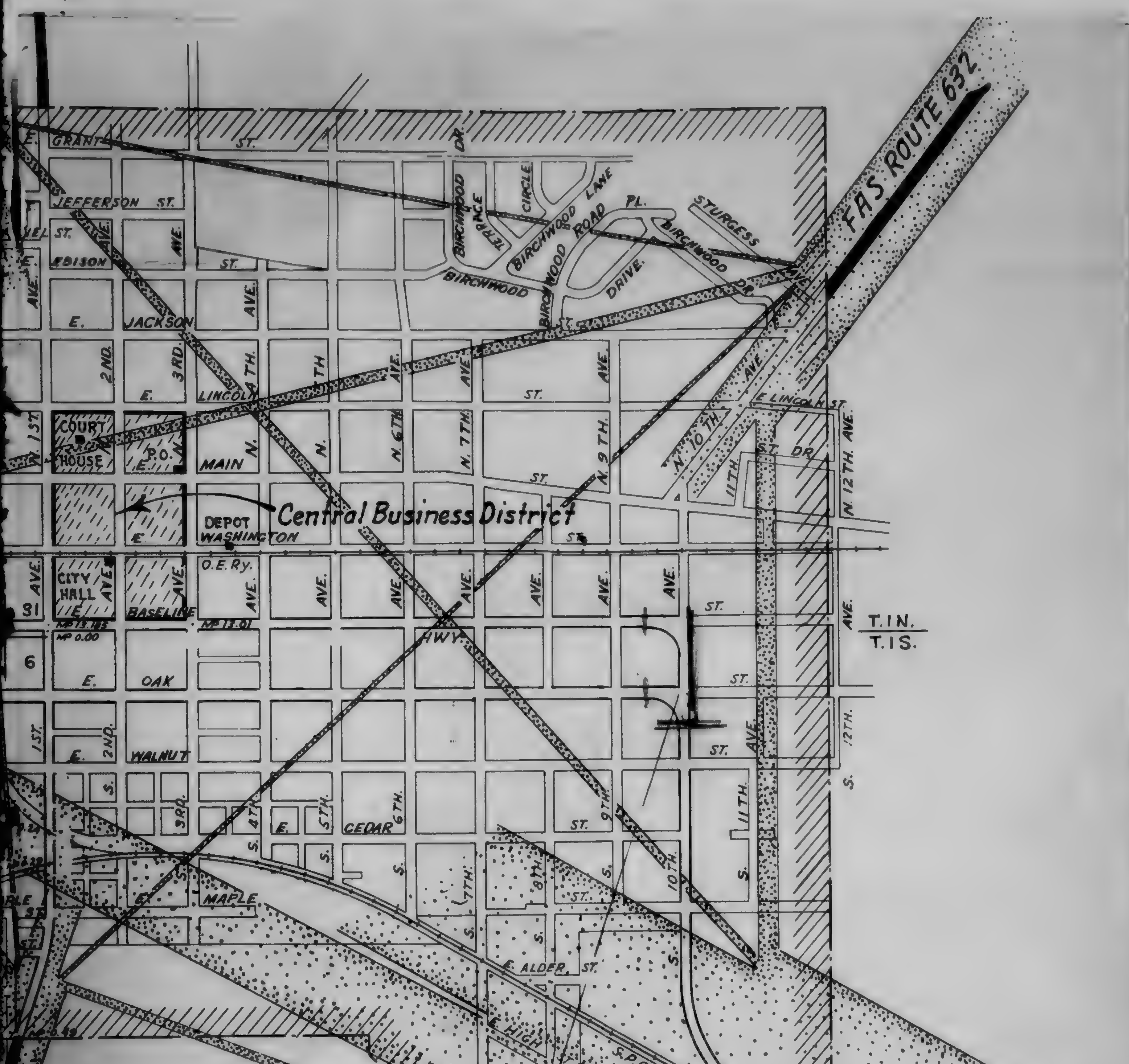
Reason for change: Completion of survey data has developed the funds programmed to be sufficient to include in the improvement the section of 10th Ave. from E. Oak Street to the east city limits of Hillsboro. Accordingly, it is requested the proposed project be extended to include this additional work. On this added portion the improvement will provide four 11-foot lanes with a 2-foot median. No parking is to be permitted on this section.

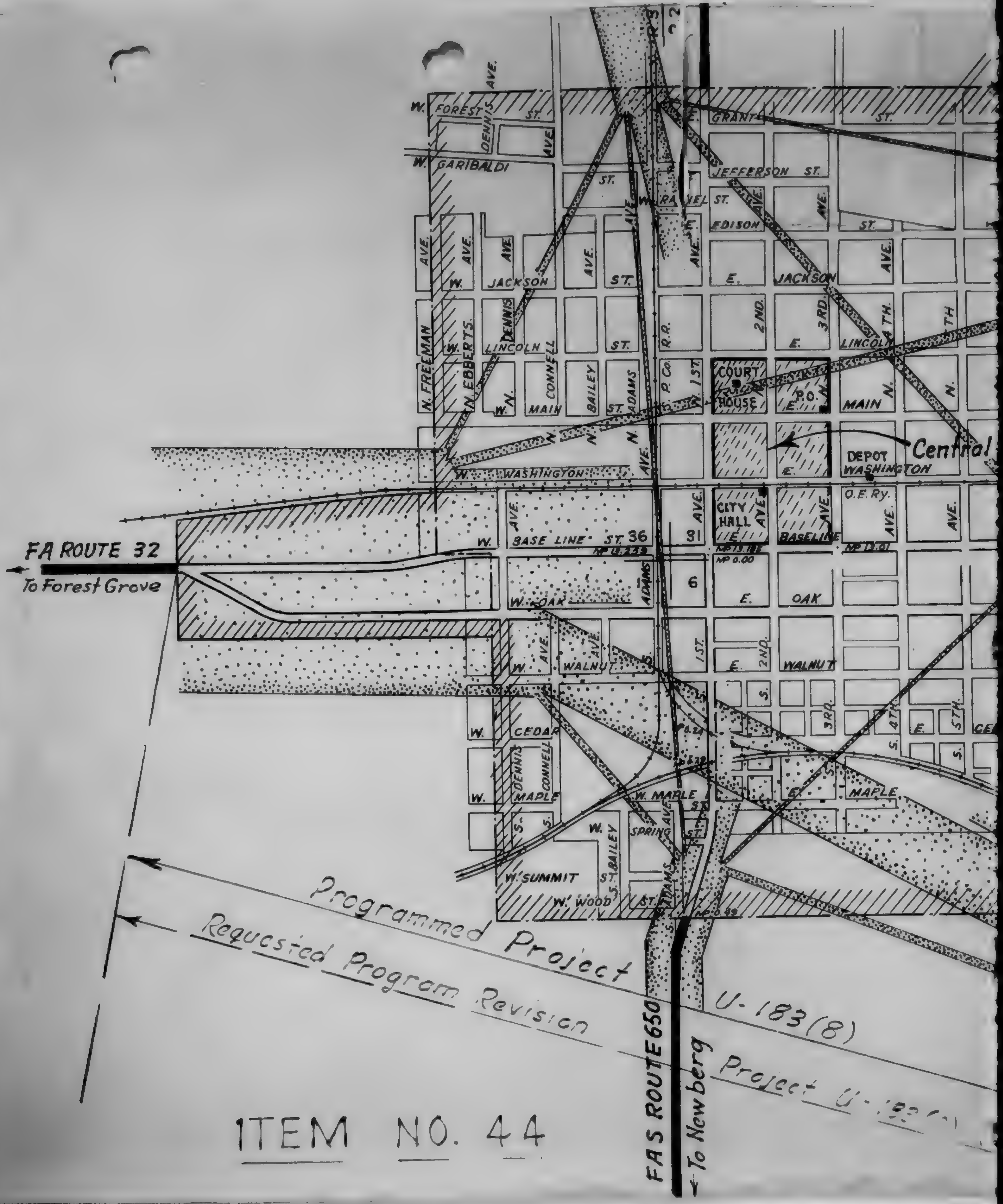
Recommended for Approval: ____________ (District Engineer) ________ (Date)

Recommended: ____________ (Division Engineer) ________ (Date)

Approved: ____________ (Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1


FAS ROUTE 632
E. GRANT ST.
JEFFERSON ST.
EDISON ST.
BIRCHWOOD DR.
BIRCHWOOD TERRACE
CIRCLE
BIRCHWOOD LANE
BIRCHWOOD ROAD
PL.
STURGESS
BIRCHWOOD DR.
BIRCHWOOD DRIVE
BIRCHWOOD
E. JACKSON
E. LINCOLN ST.
E LINCOLN ST.
COURT HOUSE
P.O.
E. MAIN ST.
N. 1ST.
2ND.
3RD.
N. 4TH.
N. 5TH
N. 6TH. AVE.
N. 7TH. AVE.
N. 9TH. AVE.
N. 10TH. AVE.
11TH. ST. DR.
N. 12TH. AVE.
Central Business District
DEPOT
E. WASHINGTON ST.
O.E. Ry.
CITY HALL
E. BASELINE ST.
HWY.
MP 13.185
MP 0.00
MP 13.01
31
6
E. OAK ST.
E. WALNUT ST.
S. 2ND.
S. 3RD.
S. 4TH.
S. 5TH.
E. CEDAR ST.
S. 6TH.
S. 7TH.
S. 8TH.
S. 9TH.
S. 10TH.
S. 11TH. AVE.
S. 12TH. AVE.
E. MAPLE ST.
E. ALDER ST.
E. HIGH
S.P.Co. R.R.
T.1N.
T.1S.
U-183(8)
Project U-183(8)
To Newberg
FA ROUTE 32
To Beaverton


FA ROUTE 32
To Forest Grove
FAS ROUTE 650
To Newberg
Programmed Project U-183(8)
Requested Program Revision Project U-183(
W. FOREST ST.
GRANT ST.
W. GARIBALDI
JEFFERSON ST.
PANEL ST.
EDISON ST.
W. JACKSON ST.
E. JACKSON
W. LINCOLN ST.
E. LINCOLN
N. MAIN ST.
E. MAIN
COURT HOUSE
P.O.
DEPOT
Central
W. WASHINGTON
E. WASHINGTON
O.E. Ry.
CITY HALL
W. BASE LINE ST.
E. BASELINE
36
31
6
W. OAK
E. OAK
W. WALNUT
E. WALNUT
W. CEDAR
W. MAPLE
E. MAPLE
W. SPRING ST.
W. SUMMIT ST.
W. WOOD ST.
N. FREEMAN
N. EBBERTS
DENNIS AVE.
CONNELL AVE.
BAILEY AVE.
ADAMS AVE.
S. ADAMS
S. BAILEY
R.R.
P. Co.
N. 1ST.
2ND. AVE.
3RD. AVE.
4TH. AVE.
5TH.
S. 4TH
S. 5TH
MP 13.239
MP 13.183
MP 0.00
MP 13.01
MP 0.49

ITEM NO. 44

S-24[illegible]) [illegible] Interchange Sec. on 1955
[illegible] Salem Secondary Hwy.

[illegible]

RECEIVED
JUL 15 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4541	15-Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15404	H-185782	$ 4,060.27	7/11/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 15, 1956

Time Extensions: May 10, 1957

Completion Date: May 10, 1957

Date Accepted: May 16, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: July 11, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 2 1957

Ruth Rawlings

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[illegible]
4-41

July 2, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4541 for work performed on the Banks Interchange Section of the Nehalem Highway in Washington County was completed by the contractor, Rogers Construction Co., on May 10, 1957 and was formally accepted by the Highway Commission on May 16, 1957.

Final payment in the amount of $4,060.27 will be released to the contractor on or after July 12. The total contract amount is $135,342.47, of which amount $693.74 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

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4541

June 10, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. in connection with contract No. 4541, for structure, grading, and paving on the Banks Interchange Section of the Nehalem Highway in Washington County. This payment, in the amount of $3,190.07, will be released to the contractor on or after June 20, 1957. The retained percentage is $4,060.27.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

em

Form E-1—1034—12-56

OREGON STATE HIGHWAY DEPARTMENT

- 245 (5)
4541

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 24, 1957

Section Banks Interchange

Kind of work Structure, Grading, and Paving

Highway Nehalem County Washington

Section prefix 134-1092

Contractor Rogers Const. Co.

Contract number 4541

Date of contract October 20, 1955

Specified work days July 15, 1956

Date work started October 24, 1955

Work days used

Project authorization $193,100.25

Exclusive of engineering $181,502.01

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 158,958.81

Estimated per cent overrun or underrun . . . . - 6.7 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $11,598.24

Engineering cost to date $ 21,163.00, 182 %

Date project was completed May 10, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project has been completed and the semi-final notes and forms will be in division office May 27, 1957.

Noted
M. N. Juve

CONSTRUCTION [illegible]
REC[illegible]
MA[illegible]
NOTED E 6

Signed William E Mattby

Address Banks, Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0,31
Miles partially completed					
Miles completed	0.31	0.31			0.31
Total estimated quantities (contract)	22,600	11,800			2,500
Total quantities corrected to date	21,145	11,310			3,262
Estimated quantities moved or placed to date	21,145	11,310			3,262
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

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4541

May 21, 1957

Rogers Construction Co.
11760 N.E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 16 and 17, 1957 had under discussion your request for an extension of time from July 15, 1956 to June 30, 1957 within which to complete your contract No. 4541, for the Banks Interchange Section of the Nehalem Highway in Washington County.

We are pleased to inform you that the Highway Commission granted an extension of time from July 15, 1956 to May 10, 1957, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

em

cc: Tom Edwards
A. G. Skelton
William E. Maltby

RECEIVED
MAY 21 1957

[illegible]

4541

May 16, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 10, 1957, on Contract No. 4541, Banks Interchange Section, in Washington County, in connection with Federal Aid Project No. S-245(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC:Clarence O. Swenson

DBP:cr

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MAY 15 1957
FOR FILING

S-24532

4541

May 14, 1957

Oregon State Highway Commission

Request for extension of time
No. 7
May 16 and 17 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Banks Interchange Contract No. 4541, from July 15, 1956 to June 30, 1957.

This project was correlated with the construction of the Glencoe-North Plains Section. It was anticipated that the paving would be done on both contracts at the same time. Because of the difficulty in securing suitable aggregates, the paving could not be done until early this spring. The contract was actually completed on May 10, 1957, and I recommend that the extension be granted to and including this date without penalty.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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APR 9 - 1957
FOR FILING

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4541

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE CAPITOL 8-9331

April 2, 1957

Barber Interchange

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission have in 1957 discontinued the following grades of Penetration Paving Asphalts - 100-120 Pen. and 150-200 Pen. Their current specifications include the following Penetration Grades: 60-70, 85-100, 120-150, and 200-300 Pen. Asphalt, which are the only products we have available for normal shipment.

It is noted that your contract No. 4541 with the Oregon State Highway Commission calls for 150 tons of 100-120 Penetration Paving Asphalt.

In order to eliminate any possible delays in shipment, it is suggested that you contact the engineer in charge of this job to determine which of the available grades they wish to substitute for the discontinued grade called for in the specifications.

Upon hearing from you in this regard, we will complete the necessary details in this office to expedite shipments upon your request.

Yours very truly,

K. R. Blee

K. R. Blee
Asphalt Manager

Apr. 5, 1957
O.S.H.C.:
Please advise.
Babler Bros., Inc.
R. H. [illegible]

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FOR FILING

S-245 (5)

4541

January 24, 1957

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 4541, for structure, grading and paving on the Banks Interchange Section of the Nehalem Highway in Washington County.

This payment in the amount of $5,323.24 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,961.61. The present payment will be released on or after February 4, 1957.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

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FORM [illegible]

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1957

SUBJECT: Banks Interchange
Nehalem Highway
Contract No. 4511 H1

To: Mr. S. H. Probert
Office Engineer
Office

Forwarded herewith is Estimate No. 13 for the period ending on the subject named job January 5. Also attached is a copy of a letter from the Rogers Construction Company requesting that the retained percentage on this job be reduced from 10 percent to 3 percent. Three percent retainage would more than cover the balance of work remaining on the project.

The reason, as stated in Mr. McInroe's letter, that the subject named job could have been finished had we not insisted on the work effort being put on the Glenwood-North Plains Section is essentially true. It is therefore recommended that the retained percentage be reduced to 3 percent in accordance with their request.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Portland, Oregon
January [illegible], 1957

Subject: [illegible] Interchange
[illegible] 1092, Cont. [illegible]511

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Herewith estimate No. 11 for the above project for the period ending January 5, 1957. Corrections have been made on this estimate to charge the proper items to Price Agreement No. 1. Prior to this estimate, all contract quantities were carried at contract prices, and the resulting correction shows an estimate of $[illegible] in favor of the state.

Enclosed with the estimate is a letter from Rogers Construction Company, requesting that the retained percentage be reduced from 10% to 5%. Work remaining on this project consists of approximately 460 tons of asphaltic concrete to be placed on the merging lanes, and approximately 41 tons of asphalt seal, a total of which is estimated at $[illegible]. Reduction of the retained percentage is recommended.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Wm. E. Maltby

NOTED
L. H. Young

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FOR FILING

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4541

file

Salem, Oregon
May 2, 1956

Authorization for Contract No. 4541

Mr. Carl A. Peterson
Resident Highway Engineer
Banks, Oregon

At its meeting held on April 26, 1956, the Oregon State Highway Commission approved an increase of $36,000 in contract authorization for Contract No. 4541, Banks Interchange Section of the Nehalem Highway in Washington County.

The present project authorization is $199,100.25. This amount should be used in all future reports.

S. H. Probert
Office Engineer

SHP:bb

cc: A. O. Shelton

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FOR FILING

S-2451-1
4541

April 19, 1956

Oregon State Highway Commission

Gentlemen:

As you will recall, you approved a traffic interchange at the intersection of the Glenwood-North Plains Section of the Wilson River Highway with the Nehalem Secondary Highway immediately south of Banks. The allotment for this interchange was $150,000, which, added to the allotment for the Glenwood-North Plains grading and paving project of $1,340,000, made a total allotment of $1,490,000.

As the interchange was not decided on until after the Glenwood-North Plains project had been let to contract it was necessary to make some changes, and as a result some excess grading at the interchange must be charged to the Banks interchange project, Contract No. 4541, which will increase the cost to $199,000, or $36,000 over the authorization. However, the total estimated cost of the Glenwood-North Plains Section is now $1,260,000, which, added to the $199,000 estimated costs of the Banks interchange, makes a total of $1,459,000, which is approximately $30,000 under the original allotments, thus requiring no additional financing, but your approval is requested for project increase on the Banks interchange Contract No. 4541, in the amount of $36,000.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me fn

FORM E-50 ... 9-51 ...

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1956

SUBJECT: Increased authorization for Banks Interchange Project

To:
Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

The following are the facts having to do with the expected over-run of authorization for the Banks Interchange Project (Contract No. 4541) at the intersection of the Nehalem Secondary Highway with the Wilson River Highway in Washington County.

When it was decided to provide an interchange at the Nehalem Highway intersection, it became necessary to alter the plans for the grading of the Glenwood-North Plains Section of the Wilson River Highway, which grading was already under contract without an interchange at the Nehalem Highway crossing having been contemplated. The alterations in the Glenwood-North Plains contract included the making of much of the excavation required for the interchange. Their cost was estimated at $36,000, and it was intended to charge that cost against the interchange project. However, when the contract for the interchange project was let, the inclusion of their cost in the authorization was overlooked. Thus the authorization of $163,100.25 set-up for the Banks Interchange Project is short $36,000 and should be increased by that amount.

Comparisons of the allotments, authorizations and estimated costs of the two projects are as follows:

Project	Allotment	Authorization	Present Estimate of Cost
Glenwood-N. Plains Grading & Paving	$1,340,000	$1,230,546	$1,260,800
Banks Interchange	150,000	163,100	199,106
Totals	$1,490,000	$1,393,646	$1,459,906

S H Probert

S. H. Probert
Office Engineer

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12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

SHP:ia

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FOR FILING

[illegible]
4541

Salem, Oregon
April 12, 1956

Increased authorization for
Banks Interchange Project

Mr. W. C. Williams
Deputy State Highway Engineer
Office

The following are the facts having to do with the expected over-run of authorization for the Banks Interchange Project (Contract No. 4541) at the intersection of the Nehalem Secondary Highway with the Wilson River Highway in Washington County.

When it was decided to provide an interchange at the Nehalem Highway intersection, it became necessary to alter the plans for the grading of the Glenwood-North Plains Section of the Wilson River Highway, which grading was already under contract without an interchange at the Nehalem Highway crossing having been contemplated. The alterations in the Glenwood-North Plains contract included the making of much of the excavation required for the interchange. Their cost was estimated at $36,000, and it was intended to charge that cost against the interchange project. However, when the contract for the interchange project was let, the inclusion of their cost in the authorization was overlooked. Thus the authorization of $163,100.25 set-up for the Banks Interchange Project is short $36,000 and should be increased by that amount.

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Banks Interchange	150,000	163,100	199,106
Totals	$1,490,000	$1,393,646	$1,459,906

S. H. Probert
Office Engineer

SHP:ia

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1931

State Or[illegible]
County Washington
Project No. S-245(5)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 30th day of August, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 0.307 miles of grading, drainage, 2-lane high type pavement, and bridge construction (Character of work) between F.A. Route 27 approximately 0.5 mile northwest of Davies and F. A. Route 32 in Forest Grove, (Control points), consisting of 0.284 miles of roadway and one (Number) bridge~~s~~ totaling 0.023 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety thousand and 00/100 dollars ($ 90,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-two thousand, eight hundred seventy-five and 80/100 dollars ($ 152,875.80).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
Ben R Chandler
By **Chairman, State Highway Commission**
(Title)
Chas H Reynolds
By **Member, State Highway Commission**
(Title)
By **Member, State Highway Commission**
(Title)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-245(5)

BANKS INTERCHANGE SECTION OF THE
NEHALEM HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Type Code 6201
Roadway (Sta. 1017+00 to Sta. 1033+23)(Contract No. 4541)

All Required	Clearing and Grubbing	$	$ 100.00
450 cu. yds.	Drainage Excavation, Unclassified	3.00	1,350.00
22,600 cu. yds.	General Excavation, Unclassified	0.80	18,080.00
59,000 yd. sta.	Short Overhaul	0.01	590.00
1,300 C-yd.sta.	Long Overhaul	0.40	520.00
All Required	Finishing Roadbed and Slopes		500.00
2,500 lin. ft.	Rounding Cutbanks	0.10	250.00
10 lin. ft.	12" Corrugated Metal Pipe	5.00	50.00
220 lin. ft.	8" Perforated Metal Drain Pipe	2.50	550.00
1,700 lin. ft.	12" Perforated Metal Drain Pipe	3.00	5,100.00
240 lin. ft.	12" Concrete Pipe	2.00	480.00
22 lin. ft.	18" Concrete Pipe	3.00	66.00
86 lin. ft.	12" Sewer Pipe	2.00	172.00
20 lin. ft.	Salvaging Culvert Pipe	1.00	20.00
400 cu. yds.	Special Backfill in Drains	6.00	2,400.00
1 only	Concrete Manholes	250.00	250.00
8 only	Concrete Catch Basins	70.00	560.00
66 cu. yds.	Concrete Curbs	45.00	2,970.00
260 lin. ft.	1½-inch Electrical Conduit	1.50	390.00
300 lin. ft.	Metal Guard Rail	3.00	900.00
10,500 cu. yds.	Coarse Crushed Material in Base	2.00	21,000.00
1,300 cu. yds.	3/4" - 0 Material in Base	3.00	3,900.00
290 M-gal.	Sprinkling	2.00	580.00
120 cu. yds.	3/4" - 0 Material in Binder Course	4.00	480.00
36 tons	RS-2 Asphalt	50.00	1,800.00
2,500 tons	Class "B" Asphaltic Concrete	5.00	12,500.00
50 cu. yds.	Aggregate in Pavement Seal	4.00	200.00
650 lin. ft.	Asphaltic Concrete Traffic Markers	1.50	975.00
All Required	Obliterate Detour		200.00
			$ 76,933.00
All Required	Flagging (57½% of Contractor's Cost)		2,000.00
	Subtotal		$ 78,933.00
	10% Engr. & Cont.		7,893.30
	Total		$ 86,826.30

Type Code X221
Banks Interchange (Sta. 2578+23.53 to Sta. 2579+43.53)

660 cu. yds.	Structural Excavation	$5.00	$ 3,300.00
20 cu. yds.	Excavation Below Elevation Shown	5.00	100.00
7,300 lin. ft.	Furnish Treated Timber Piling	1.50	10,950.00
124 only	Drive Timber Piling	60.00	7,440.00
390 cu. yds.	Class "A" Concrete	62.00	24,180.00
88,000 lbs.	Metal Reinforcement	0.12	10,560.00
110 lin. ft.	8" Metal Drain Pipe	3.00	330.00
490 sq. yds.	Concrete Slab Riprap	6.50	3,185.00
	Subtotal		$ 60,045.00
	10% Engr. & Cont.		6,004.50
	Total		$ 66,049.50

Length of Roadway	0.284 Miles
Length of Structure	0.023 Mile
Total Length	0.307 Mile
Cost of Roadway Per Mi.	$205,726.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 86,326.30	$51,116.00	$35,710.00
Structure	66,049.50	38,884.00	27,165.00
	$152,875.80	$90,000.00	$62,875.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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4541

Salem, Oregon
January 11, 1956

Cooperative Construction Agreement
Banks Section
Nehalem Highway #102

Mr. C. W. Enfield
OFFICE

The State Highway Commission plans and proposes to construct the Banks section of the Nehalem Highway. The project begins at Highway Engineer's Survey Station 993+71 and extends in a southerly direction to Highway Engineer's Survey Station 1005+75. It is requested that an agreement be prepared covering the following points:

THINGS TO BE DONE BY STATE

(1) State shall prepare all plans, let all contracts, supervise all reconstruction and improvement of said highway.

(2) State shall, upon completion of this project, be responsible for the care and maintenance of said roadway for as long as said roadway shall be a part of the state highway system.

THINGS TO BE DONE BY CITY

(1) City, by execution of this agreement, approves the plans as attached hereto and marked Exhibit "A."

(2) Standard paragraph on public utilities.

(3) Standard paragraph on grade change.

(4) City shall enact, enforce, and keep in effect the necessary ordinances or resolutions, as the case may be, so that only parallel parking will be permitted from Sunset Avenue to the south city limits.

(5) City shall deposit with the State at the time of execution of this agreement the sum of Thirty-five Hundred and No/100 ($3,500) Dollars, which sum represents the City's share of the cost. This sum is to be dispersed by the State in payment for work necessary to complete the project.

(6) City shall adopt an ordinance or resolution authorizing the Mayor and Recorder to enter into this agreement, and said ordinance or resolution shall be made a part thereof and attached thereto.

(7) Any ordinances or resolutions in connection with this project shall be forwarded to the State at the earliest practicable date.

Please prepare six copies of the agreement in addition to any required by the Legal Division. Attached is one copy of Exhibit "A" for use in preparing the agreement. Additional copies will be furnished by the County and City Relations Division when available.

W. C. Williams
Deputy State Highway Engineer

JDG:mm
Att.

cc: J. W. Cattrall

FORM E-30X—80,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 11, 1956

SUBJECT: Cooperative Construction Agreement
Banks Section
Nehalem Highway #102

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to the Legal Division requesting preparation of a cooperative construction agreement covering the Banks section of the Nehalem Highway.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECEIVED
1956
OFFICE OF
ENGINEER

RECEIVED
NOV 15 1955
FOR FILING

S-245(5)
4541

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 24, 1955, on Contract No. 4541, Banks Interchange Section, in Washington County, in connection with Federal Aid Project No. S-245(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BBP:ia

RECEIVED
NOV 10 1955
FOR FILING

245 (5)
4541

November 9, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4540, covering the Hillsboro Section of the Tualatin Valley Highway in Washington County, awarded October 14, 1955.

Contract No. 4541, covering the Banks Interchange Section of the Nehalem Highway in Washington County, awarded October 20, 1955.

Contract No. 4543, covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, awarded October 24, 1955.

Copies of these contracts are being sent to you for your files. We are also sending the surety on your performance bonds unexecuted copies for their files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
OCT 27 1955
FOR FILING

S-445([illegible])
4541

October 20, 1955

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for grading and paving; also construction of reinforced concrete bridge on the Banks Interchange Section of the Nehalem Secondary Highway in Washington County for the sum of $136,978 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4541.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage
H. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 20, 1955
9:30 a.m.

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading, etc. Banks Interchange Section on Nehalem Secondary Highway, Washington County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files
C. W. Head

R. L. PORTER
Right of Way Engineer

RLP/mab

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1955
FOR FILING

FORM E20—50M—4-54—74986

S 245 (3)
4541

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 20, 1955

SUBJECT: Banks Interchange
Nehalem Secondary Highway
Washington County

To:

W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

The right of way is now clear on this project, and as far as this Department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/mab

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1955
FOR FILING

4541

Cross Referenced To:

August 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is to our verbal conversation concerning the interchange at the intersection of the Wilson River Highway and the Nehalem Secondary Highway south of Banks. You had requested that consideration be given to providing for acceleration and deceleration lanes.

In this particular instance it is my opinion, which is concurred in by the Traffic Engineering Division, that acceleration and deceleration lanes are not in order. They could only be provided for two turning movements and could not be provided for turning movements involving left turns across traffic. Further, the policy in the State of Oregon heretofore has not been to provide acceleration or deceleration lanes on the minor highway. In this particular instance it so happens that the secondary highway at the present time is carrying a considerable higher volume of traffic than the primary, but the secondary highway is still considered the minor road.

We believe that conditions may be better corrected by the installation of left-turn refuges at each of the turning points involved in left-turn movements. It so happens that we have a 36-foot width of pavement, curb to curb, through the interchange area on the secondary highway, and this is ample width to provide for left-turn refuges. The Traffic Engineering Division and Mr. Frank Hall, Chief Designer, have worked out this left-turn refuge plan, and it will be incorporated in our call for bids. I, therefore, respectfully request your approval of our plans so that bids may be opened at the September meeting as scheduled.

Should you desire to look at the left-turn refuge plans, the same are in Mr. Hall's office. He will be glad to bring the same to your office for discussion if you so request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

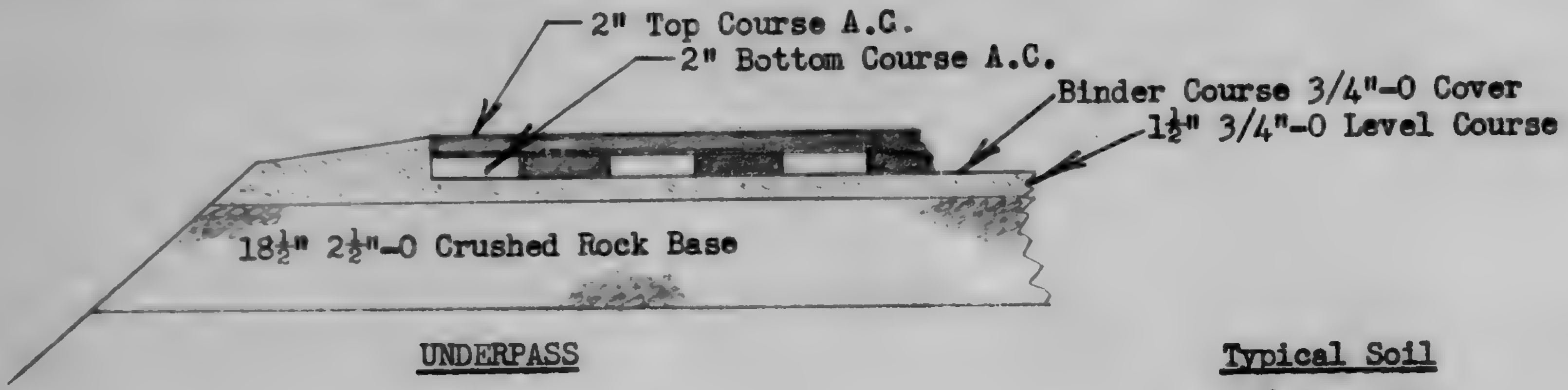
WCW:mo
cc Mr. Frank Hall

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Banks Interchange Highway Wilson River (Nehalem Hwy.) County Washington Prefix 34-1467

Res. Engr. C. A. Peterson Length of Project .43 Miles. Sta. 1018+72.07 to Sta. 1031+63.28 Date Aug. 18, 1955

TYPICAL SECTIONS Traffic Classification - Heavy ADT Trucks - 300



UNDERPASS

Typical Soil

99% Pass 200
35 LL
10 PI
62% Silt
2 "R" Value

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			4"	AC [illegible]th Bi[illegible]r.
			1½"	Level
			18½"	Base
24"			24"	Total

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor. (Commercial)											

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

RECEIVED
MAY 17 1955
FOR FILING

S-045([illegible])

4541

May 16, 1955

Oregon State Highway Commission

Gentlemen:

On the April 14 Summary of Unfinished Business, Item 7 pertains to a request of the Washington County Lifesavers Committee for a grade separation structure on the Wilson River Highway at its crossing of the Nehalem Secondary State Highway near Banks. You instructed that I investigate and submit a complete report as soon as possible.

We have made a survey and investigation, and the Secretary will have a map at the next meeting to indicate to you the proposed grade separation and interchange. The estimated cost of the facility is $150,000.

Our studies indicate that the secondary highway is carrying about 2,000 vehicles daily, or about twice the 1,000 anticipated vehicle count on the Wilson River Highway. The Wilson River Highway is being constructed as a controlled-access highway and to a standard permitting high speeds, and there no doubt will be a material hazard if the 2,000 vehicles on the secondary highway are crossing the high-speed highway at grade.

We find that in Division No. 1 there is currently approximately $300,000 of accumulated secondary highway funds. I recommend that $150,000 of the secondary funds be allocated to construct the interchange of the Wilson River and Nehalem Highways. The project will be charged against the Nehalem Secondary Highway, as federal secondary funds would be utilized.

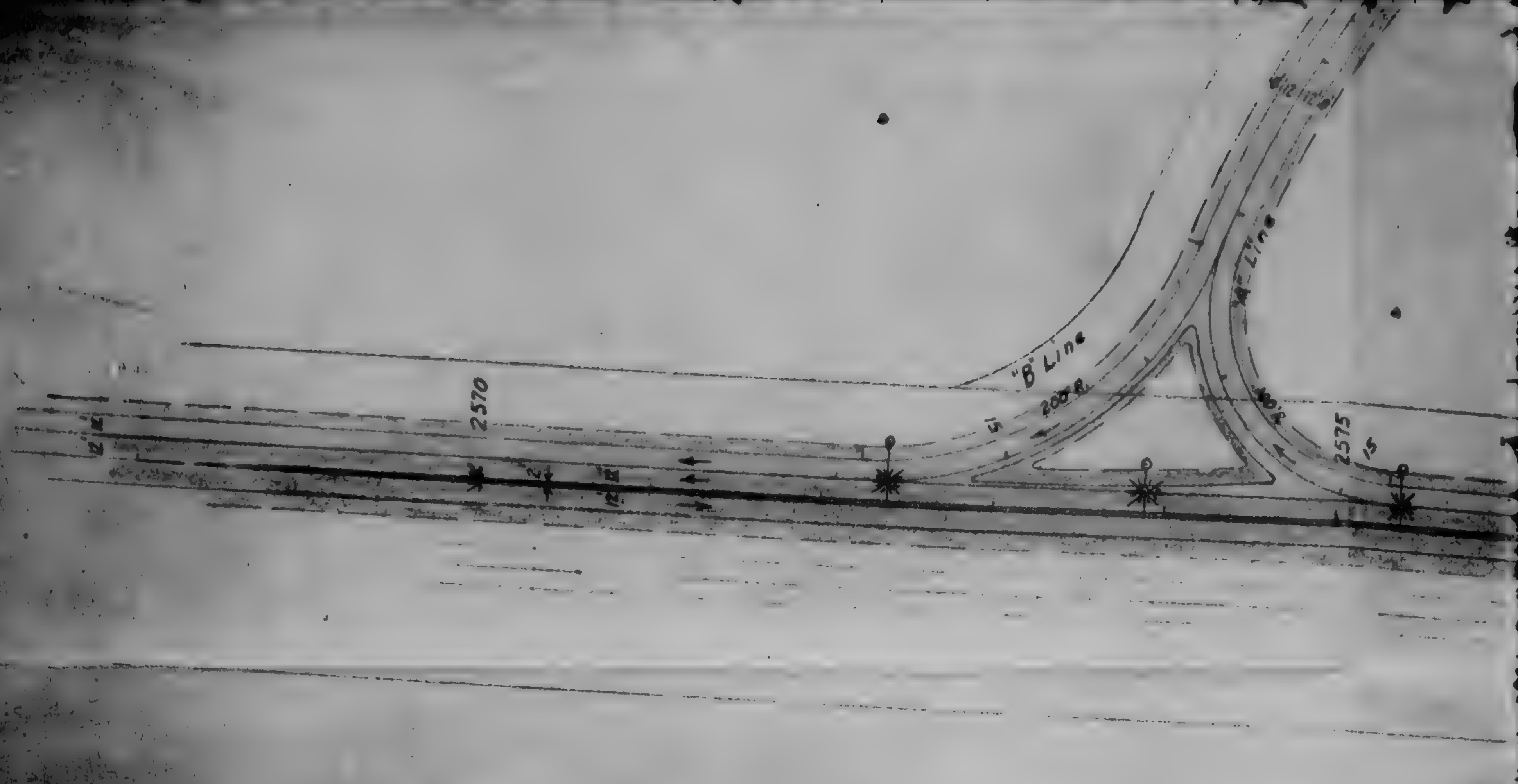
This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

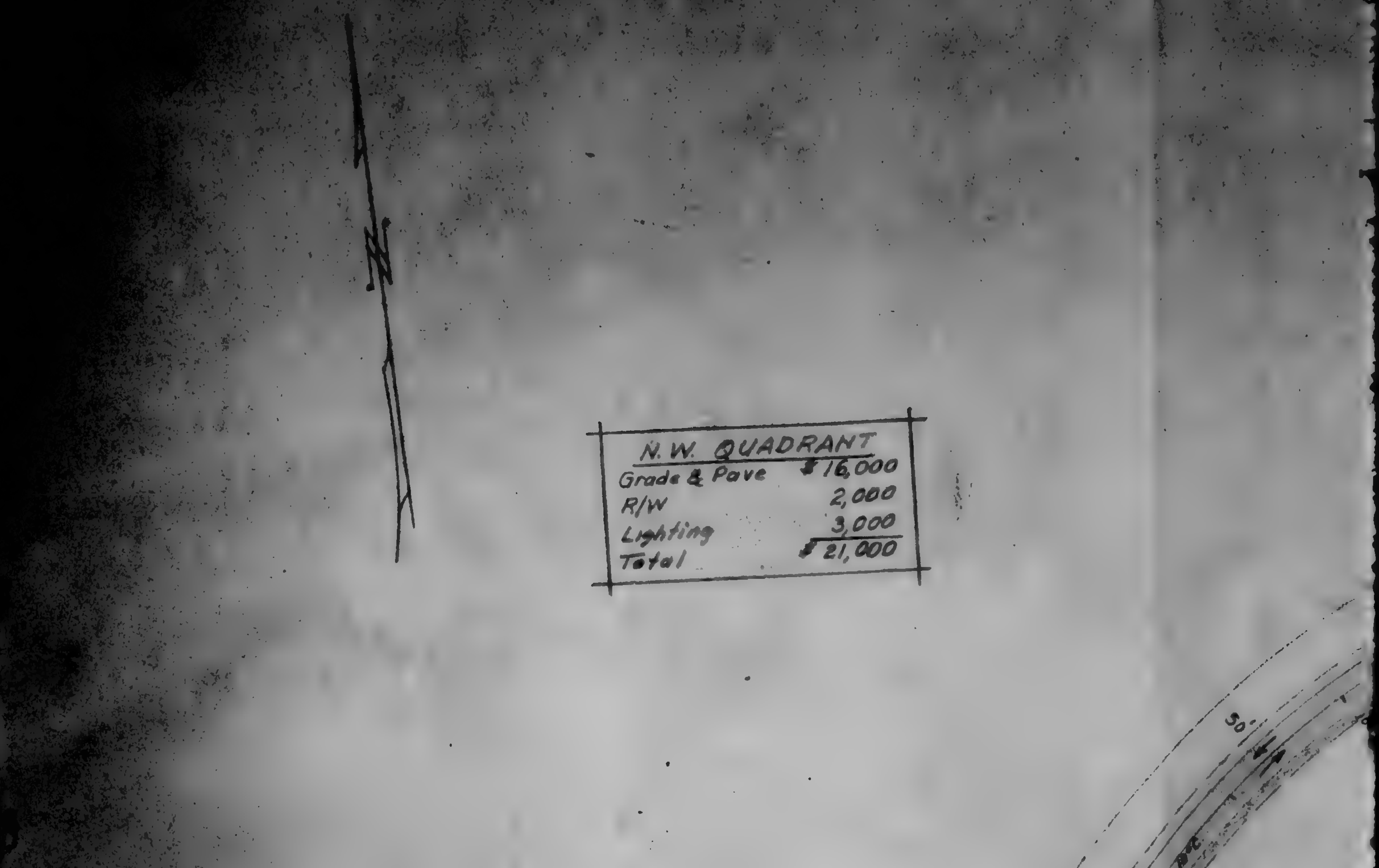
WCW:ms

cc Mr. G. S. Paxson
Mr. S. H. Probert
Mr. C. H. Maison



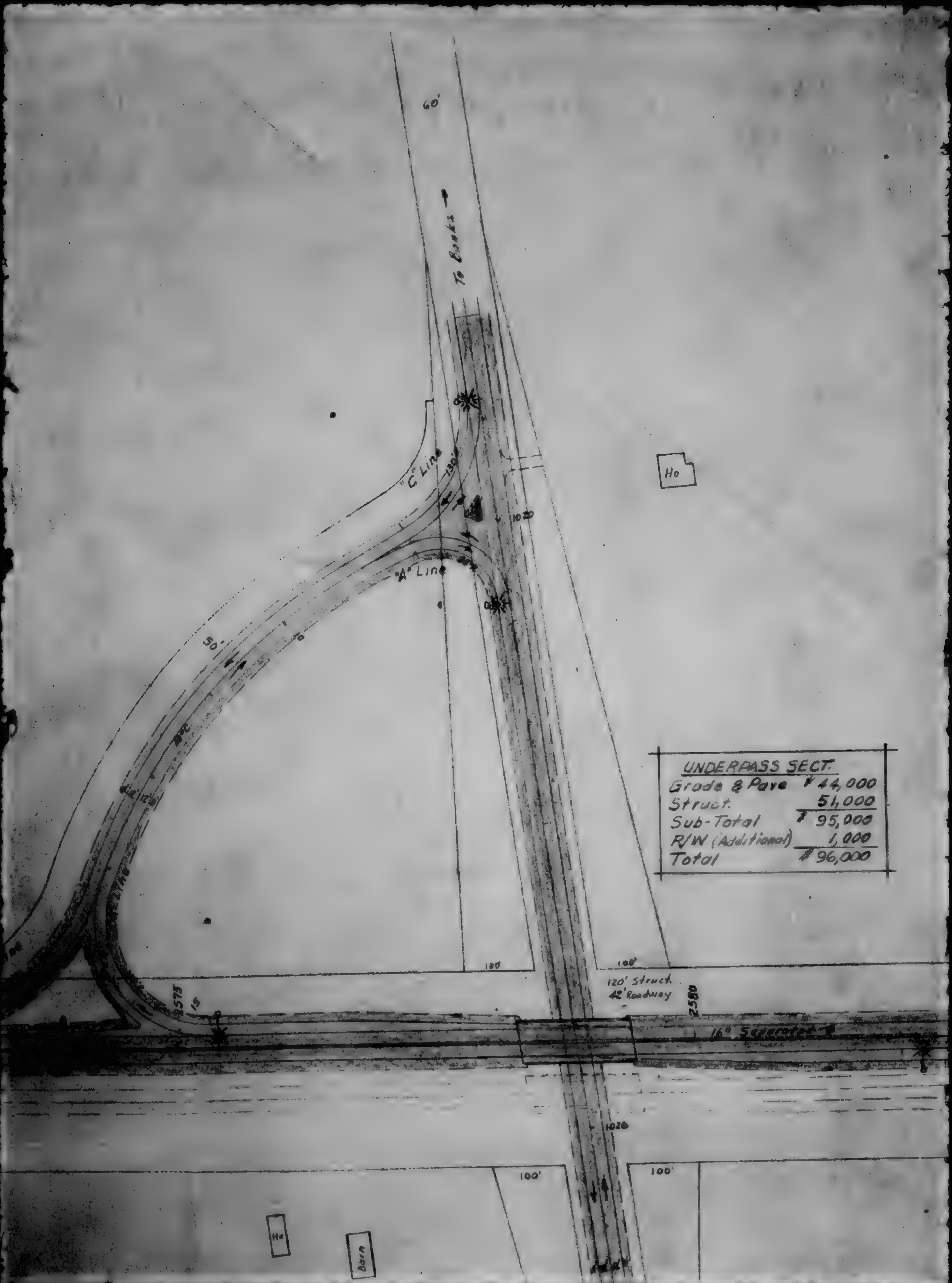
SUMMARY	
Grade & Pave	$ 78,000
Struct.	51,000
Total Constr.	$ 129,000
R/W	15,000
Lighting	6,000
Total	$ 150,000

O. S. H. D.
Proposed
NEHALEM HWY. INTERCHANGE
WILSON RIVER HWY.
Washington County
Scale: 1" = 100' April 1955

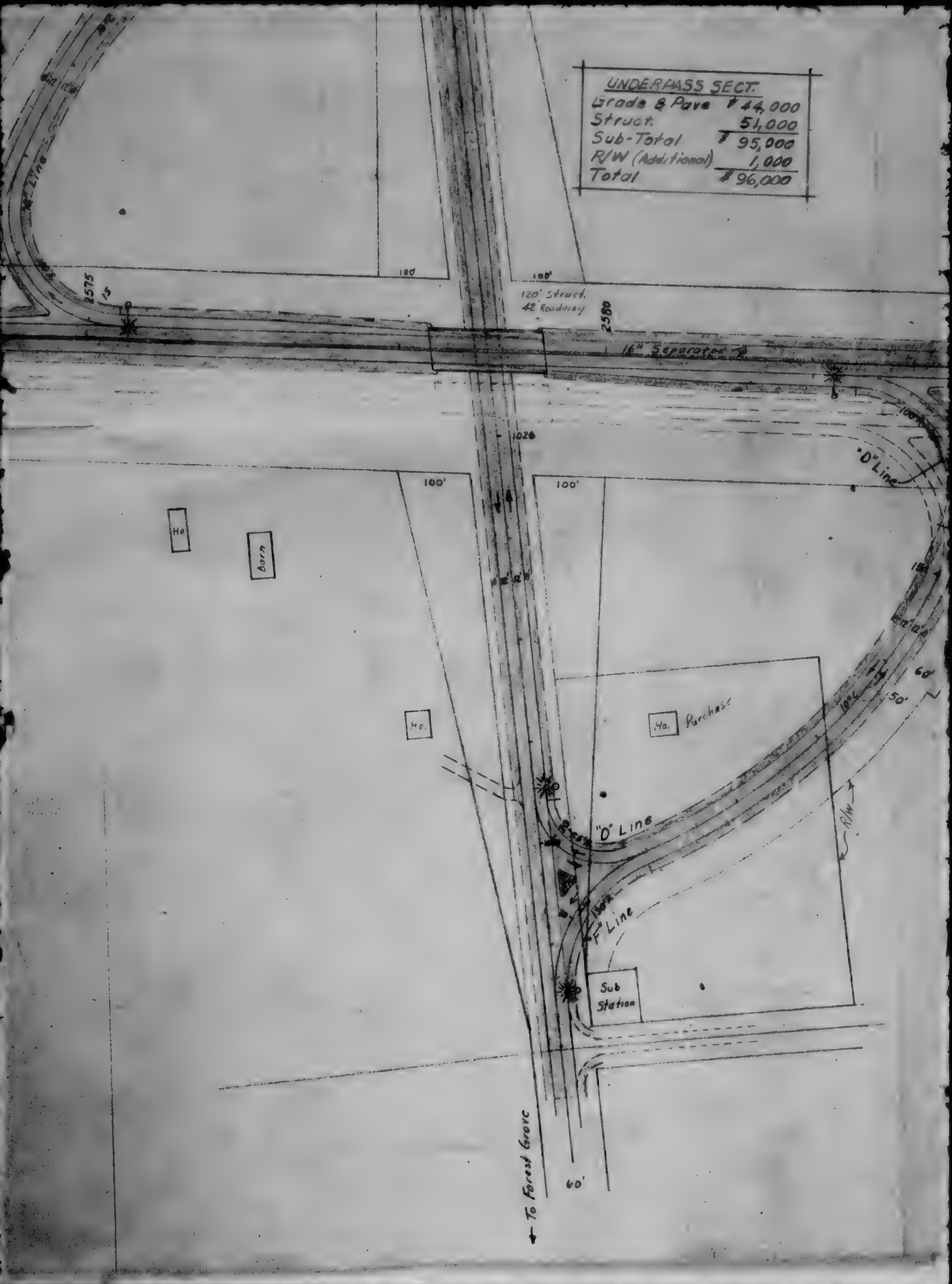


N.W. QUADRANT	
Grade & Pave	$16,000
R/W	2,000
Lighting	3,000
Total	$21,000

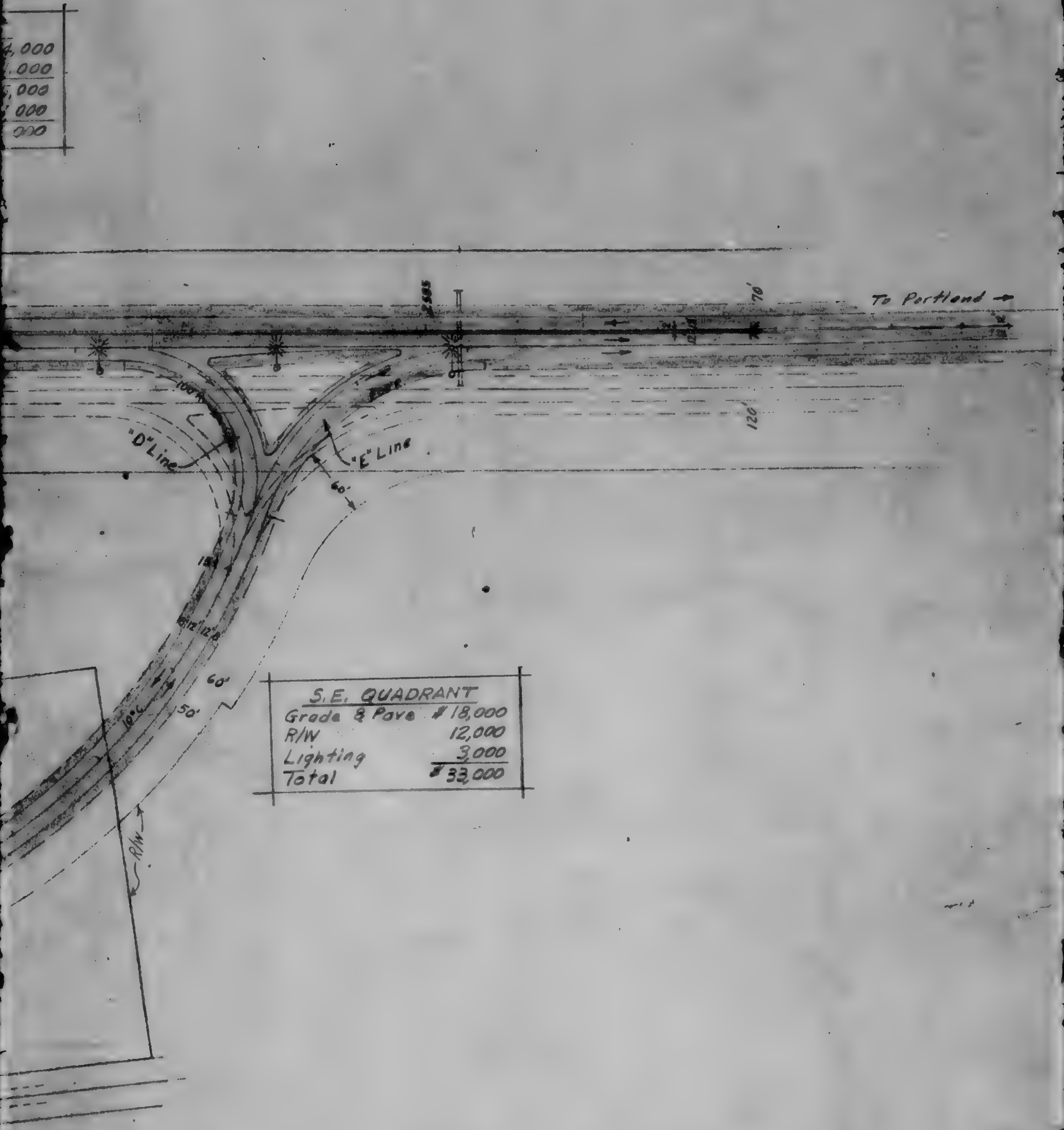
Ho



UNDERPASS SECT.	
Grade & Pave	$ 44,000
Struct.	51,000
Sub-Total	$ 95,000
R/W (Additional)	1,000
Total	$ 96,000

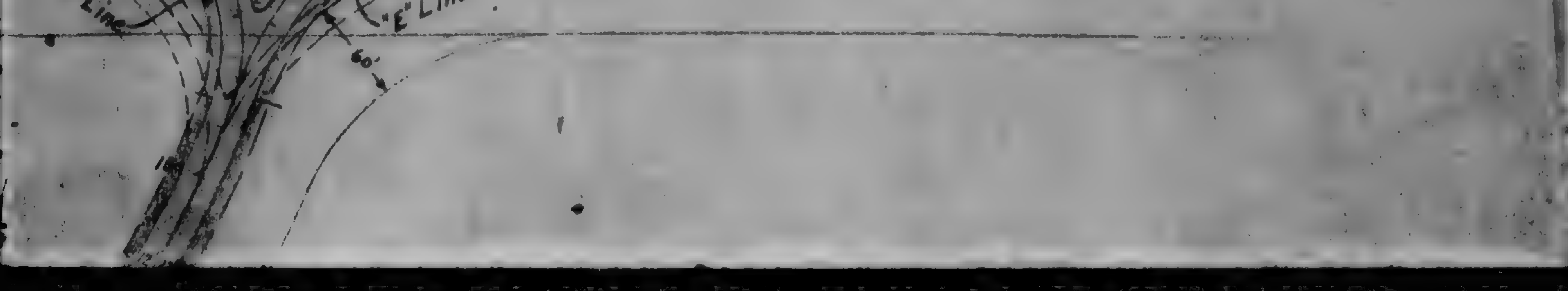


UNDERPASS SECT.	
Grade & Pave	$ 44,000
Struct.	51,000
Sub-Total	$ 95,000
R/W (Additional)	1,000
Total	$ 96,000



S.E. QUADRANT

Grade & Pave	$18,000
R/W	12,000
Lighting	3,000
Total	$33,000


To Portland →
70'
120'
"D" Line
"E" Line
60'

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JUL 19 1955
FOR FILING
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7

4541

STATE HIGHWAY COMMISSION MEETING

Delegation Washington County Lifesavers Comm. re grade crossing Wilson River-Sunset Hwy. & Forest Grove-Banks Hwy.

Date April 14, 1955

Time 11:00 a.m.

Name	City or Town	Capacity
John E. Meeke (speaker)	Hillsboro	Lifesavers Comm. member
R. W. Chapman	"	Committeeman
James A. Sullivan	"	Co-Chairman of Wash. Co. Lifesavers
J. J. Moore	Banks	Sunset Cham. of Commerce
R. H. Bush	Hillsboro	Co. Sheriff Wash. Co.
Art Ostrander	Vernonia	Hwy 99E Alternate/Road Assn.
E. S. Drips	"	Chamber of Commerce
Guy I. Thomas	"	Pres. Vernonia Chamber of Comm.
Glenn Ireland	Forest Grove	Wash. Co. Farm Bureau & Pres. Banks H.S. Mothers and Dads Club
Mrs. Amy P. Johnston	Cornelius	Housewife
John Richardson	Forest Grove	Editor News Time
Walter W. R. May		

NOTED
T. B. GLASSEYE

RECEIVED
JUL 19 1955
FOR FILING

STATE HIGHWAY COMMISSION MEETING

Delegation Grade Separation on Hwy 47, 1/2 mile south of Banks

Date

Time

Name	City or Town	Capacity
J. J. Moore	Roy~~s~~	Sec. Sunset Chamber of Com. at Banks
James A. Sullivan	Hillsboro	Wn. Co. Lifesavers
Al Nosack	Forest Grove	~~Chief Polic e Forest Grove &~~ Wn. Co. Lifesavers
~~[illegible] Roberts~~ Joe Floren	Hillsboro	Reporter
~~Joe~~		

April 14, 1955

Oregon State Highway Commission
Imperial Hotel
Portland, Oregon

Gentlemen:

The Washington County Highway Lifesavers committee, being vitally concerned with traffic and pedestrian safety throughout this rapidly growing area, urgently requests your consideration of a grade separation where the new Wilson River - Sunset highway intersects the existing Forest Grove - Banks highway (Ore 47).

We base our request on the heavy volume of traffic at this point, with its attendant hazards, and also on the high rate of speed traveled by most cars on controlled access roads. The unfortunate history of death and injury attained by the Sunset highway at a similar crossing near North Plains is a classic example of what can be expected at this crossing unless adequate safety measures are taken.

Especially do we urge construction of an overpass now, in view of the state highway department's intention to provide grade separation there eventually. In a letter dated January 6, 1955, addressed to the Highway Lifesavers committee, State Highway Engineer R.H. Baldock wrote:

"...Your information is correct in regard to the situation at the intersection .... namely, that stage development is planned wherein at the outset this will be a grade crossing with ultimate provision for grade separation when funds become available...."

Our position is that economic loss from just one or two deaths would exceed the cost of building an intersection with a grade separation, (estimated by the highway department at $100,000 to $150,000) when the road is being finished, and that a few deaths there will make it almost imperative for the highway department to correct the situation. This would cost considerably more money if the new highway were completed as now planned.

The following authorities, who have written letters which the highway department is welcome to examine, and which are attached, show to what extent the highway is used at this intersection:

L.L. MacIntyre, Washington county engineer---"On the Banks highway at the proposed overpass the average traffic count was 1350 vehicles fora 24 hour period. A check on the Sunset highway indicated an average of 2770 vehicles per day at the intersection of the Wilkesboro road." This the first road south of the proposed overpass.

Alvin Elkins, manager, Hillsboro office of State Employment Service --- "I have found this office made 1000 agricultural placements in the Banks area during the month of June, 1954. This means that for a period of 30 days approximately eight buses and many trucks, containing 800 boys and girls, would cross the Wilson River-Sunset highway intersection at the Banks-Forest Grove highway. There would also be many private automobiles carrying family groups engaged in agriculture activities, crossing this important intersection ---"

Merle G. Bryan, City recorder, Banks, Ore. ---"The highway commission certainly would have exact figures available on the density of traffic at this point. However, we wish to emphasize that this highway No. 47 carries a good deal more traffic than that road joining the Sunset highway at North Plains. We can estimate from the terrible experience at North Plains just what will happen at the junction here at Banks if no separation of traffic is provided------"

Mrs. Lester White, secretary, Banks grade school PTA ---"Two of our school buses will cross this intersection twice each day with approximately 90 children aboard. We are interested in keeping our children safe."

Harold A. Wyatt, manager, Banks Frozen Foods, Inc.---" We have some 20 to 25 berry growers and some 15 to 20 employes who would be crossing this intersection at least twice daily for a period of six to eight weeks during the harvest season .... We are also concerned regarding the safety of our truck driver and truck which will be crossing this intersection from two to twelve times daily, carrying processed berries to cold storage...."

We need not remind you that beach traffic during summer months already is heavy on the Forest Grove -- Banks highway and that many families living in communities as far away as Newberg and McMinnville use this approach to the northern beaches. The new park, opened last fall, west of Tillamook will attract motorists in large numbers and this traffic originating in the Portland and Vancouver area will travel the Wilson River - Sunset highway because it will be the most direct and fastest route to the the Tillamook area.

Other organizations which have asked us to urge the grade separation include Sunset Chamber of commerce and its auxiliary, both of Banks; Roy Parents club, representing more than 100 families and a school enrollment of approximately 130 pupils; Buxton Community club, Vernonia chamber of commerce, Forest Grove Chamber of commerce, and the Citizens Traffic Safety committee of Forest Grove.

We are most grateful for this audience with the highway commission, and hope our request will be favorably received.

Sincerely yours,

James A. Sullivan

Washington County Highway Lifesavers
James A. Sullivan, Co-Chairman

FOREST GROVE CHAMBER OF COMMERCE
A Good Place to Live ⋄ *Home of Pacific University* ⋄ *Center of Diversified Agriculture*
FOREST GROVE, OREGON

April 12, 1955

Mr. M. K. McIver
Oregon State Highway Commission
Imperial Hotel
Portland, Oregon

Dear Commissioner:

We, the Directors of the Forest Grove Chamber of Commerce, wish to call to your attention and to the attention of the entire commission, and to your staff of engineers, the need for grade separation of our State Highway No. 47, a short distance south of Banks, and the cutoff you are now constructing between the Sunset Highway and the Wilson River Highway.

We are heartily behind the efforts of the Washington County Highway Lifesavers Committee in seeking an overpass which will take your new cutoff high speed thoroughfare across our Highway No. 47 without endangering the life and limb of our entire community.

We set a high value on the lives of our people in the Banks, Manning, Verboort, Buxton and Roy areas, as we know you do on the lives of all who use the state highway system. Inasmuch as you have acquired right-of-way for such an overpass, it appears that your plans call for ultimate construction of such a safety measure.

We strongly urge you to reconsider, and change that "ultimate" to "forthwith", thus avoiding any chance that a death-trap like the North Plains crossing might be perpetrated upon the people of Washington County. We pray that you heed the request of our Highway Lifesavers Committee and proceed at once in building the overpass.

Sincerely yours,

FW Phillips

F. W. Phillips
President

WR:p

CLIFFORD P. ROWE, MAYOR
M. O. GARDNER, CITY MANAGER-TREASURER
G. E. RICHARDS, RECORDER
JAMES R. SHICK, ATTORNEY
A. F. NOSACK, POLICE CHIEF
WALTER VANDERVELDEN, FIRE CHIEF

City of Forest Grove
THE CITY WITH THE LOW
BONNEVILLE ELECTRIC RATE

FOREST GROVE, OREGON

April 8, 1955

Mr. M. K. McIver
Ore. State Highway Commission
Imperial Hotel
Portland, Oregon

Dear Mr. McIver:

It has come to the attention of the citizens committee for traffic safety in the City of Forest Grove that the Washington County Highway Lifesavers Committee is petitioning your commission for construction of an overpass across our highway No. 47 at the point where your new cutoff highway, between Sunset and Wilson River thoroughfares, makes the crossing.

We are adding our voice to the petition, although we are amazed that, in this era of enlightened highway construction procedures, such a plea is necessary. Surely you do not hold the lives of our Washington County people lightly. Can it be that you are not aware of the importance of our highway No. 47 in the every day business of Western Washington County?

You know the tempo of traffic on major state highways, governed as it is by the basic rule. A speed of 80 or 85 miles an hour is not unusual, and drivers feel that a gesture of slowing to 65 or 70 miles is enough attention to pay to a grade crossing. We view with some apprehension the traversing of highway No. 47 by such traffic.

Inasmuch as the state already has acquired right-of-way for the construction of an overpass across highway No. 47, we pray that any construction be channeled along these lines without delay.

Sincerely yours,

LeRoy T. Gamble
Chairman of Citizens Safety Comm.
Forest Grove, Oregon

Buxton, Community Club.
Buxton, Ore.
3-31-55.

Mr James A. Sullivan,
County Chairman, Wash. County,
Ore.- Life Savers Comm.

Dear Sir.

The members of this organization recommend an overpass or underpass on State Highway 47 south of Banks, Ore. Where the new state highway to Tillamook is being built. Most of the people of this community use highway 47 in going to the larger town in the Valley. We feel that this intersection would be a hazard and would create a very dangerious area. For the motorists of both highways.

(over)

ENDA
1 9 1955

BANK LOANS

ED
55
MISSION

"OWNED BY FARMERS : FOR FARMERS"

N AI O

JAMES

Sincearly

Mrs Fay Wilson, Sec.

George H. Score, Pres.

NOT
R. B. GI

11
Apr

AGENDA
APR 1 4 1955

D

TUALATIN VALLEY
NATIONAL FARM LOAN ASSOCIATION

SERVING WASHINGTON AND COLUMBIA COUNTIES

203 COMMERCIAL NATIONAL BANK BUILDING
HILLSBORO, OREGON

JAMES A. SULLIVAN, SECRETARY-TREASURER

FEDERAL LAND BANK LOANS

March 29, 1955

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We wish to acknowledge your letter of March 10th and to advise you that the Washington County Highway Lifesavers Committee appreciates the opportunity of meeting with the Commission on April 14th. We will have a delegation present at 11:00 to present our views regarding the grade crossing to be constructed at the intersection of the Wilson River-Sunset Highway and the Forest Grove-Banks Highway.

NOTED
R. B. GLAISYER

Very truly yours,

James A. Sullivan
JAMES A. SULLIVAN
County Co-Chairman
Washington County Lifesavers Committee

JAS:pj

RECEIVED
MAR 3 1 1955
OREGON
STATE HIGHWAY COMMISSION

11:00 AM
April 14, 55

"OWNED BY FARMERS : FOR FARMERS"

D

Banks Frozen Foods
Incorporated

Packers of Frozen Berries

Phone 281
BANKS, OREGON

March 29, 1955

Mr. James A. Sullivan
County Co-Chairman
Washington County Life Savers Club
Commercial Bank Building
Hillsboro, Oregon

Dear Mr. Sullivan:

Our company has been informed that present plans for the intersection of the Forest Grove-Banks highway (State 47) with the new highway connecting Sunset and Wilson River highways do not initially specify an overpass or some other means of controlling the flow of intersecting traffic. We are concerned about this because we have some 20-25 berry growers and some 15-20 employees who would be crossing this intersection at least twice daily for a period of six to eight weeks during the harvest season, and we feel that unless special means are provided, the traffic hazard at this intersection will result in serious accidents. We are also concerned regarding the safety of our truck driver and truck which will be crossing this intersection from two to twelve times daily, carrying processed berries to cold storage.

We feel that the potential threat to traffic safety is very great at this intersection and request that you bring this matter to the attention of the proper state authorities in order that the necessary safety precautions can be taken.

Sincerely yours,

Harold A. Wyatt

Harold A. Wyatt
Manager

Banks, Oregon
March 28, 1955

Mr James A. Sullivan
County Co-Chairman
Washington County Lifesaver Committee

Dear Sir;

The Parents Club of St. Francis Parochial School, Roy Oregon, represanting over one hundred families, and a school enrollment of approximatly 130 pupils, wishes to go on record as strongly advocating an overpass, with access, at the point where State Highway #47 intersects the new connecting link between Wilson River Highway and Sunset Highway.

Sincerely,
Mrs A. B. Vander Zanden
Sec Roy Parents Club

March 25, 1955

Mr. James A. Sullivan
441 Birchwood Road
Hillsboro, Oregon

Dear Mr. Sullivan

In behalf of the Sunset Auxiliary of the Sunset Chamber of Commerce, I wish to present this letter in stating our objection to the present plan of construction to be used at the crossing of the Banks-Forest Grove highway and the new Gales Creek-Washburn cutoff.

In our way of thinking this crossing will become hazardous to people using either highway as there will be considerable traffic on both roads.

The Sunset Auxiliary wishes to see an overhead crossing with proper approaches placed at this intersection order to prevent accidents which we feel are bound to happen.

This highway from Banks to Forest Grove carries far more traffic than the North Plains-Hillsboro Road. Recrods prove what has already happened at this crossing.

It is our wish that our objection to the present plan of construction be given serious consideration by the State Highway Commission, thus preventing what we know will be certain death to countless law-abiding motorists.

Sincerely yours

Mrs. Thomas Chapman

Mrs. Thomas Chapman
President of Sunset Auxiliary
Banks, Oregon

TC/cf

CITY OF BANKS
BANKS, OREGON

25 March 1955

James A. Sullivan, County Cochairman
Highway Lifesavers Committee
Commercial Bank Building
Hillsboro, Oregon

Dear Mr Sullivan;

The City Council of Banks, representing all of the people in Banks, is vitally interested in the efforts of your organization to obtain an overpass at the junction of State highway #47 and the Wilson River cutoff. The Banks area is strictly a rural trading center and at least one half of our trade area would be isolated in a sense by having to use a grade level crossing at this proposed limited access expressway.

We, of course, are extremely interested in maintaining all of the trade that logically comes to this city and feel that the portion of our trade area situated to the south of the Wilson River cutoff is entitled to a safe access to the markets. The highway commission certainly would have exact figures available on the density of traffic at this point however, we wish to emphasize that this highway #47 carries a good deal more traffic than that road joining the Sunset Highway at North Plains. We can estimate from the terrible experience at North Plains just what will happen at the junction here at Banks if no separation of traffic is provided. We might also conclude that a disproportionately large number of the fatalities will be residents of this community since they are the ones who will be entering the death trap day in and day out on their way to their markets.

To us laymen it seems unthinkable that the highway commission would not provide traffic separation at this point. Why must we wait for the inevitable experience rating? It is self evident that the overpass could be completed now with less expense than would be possible several years hence. The City Council of Banks would strongly urge the Highway Commission to give their approval to complete this overpass NOW, before it is too late!

Yours very truly

Merle G.. Bryan
City Recorder

VERNONIA CHAMBER OF COMMERCE

President,
Secretary,
Treasurer,

Banks, Oregon.
March 24, 1955

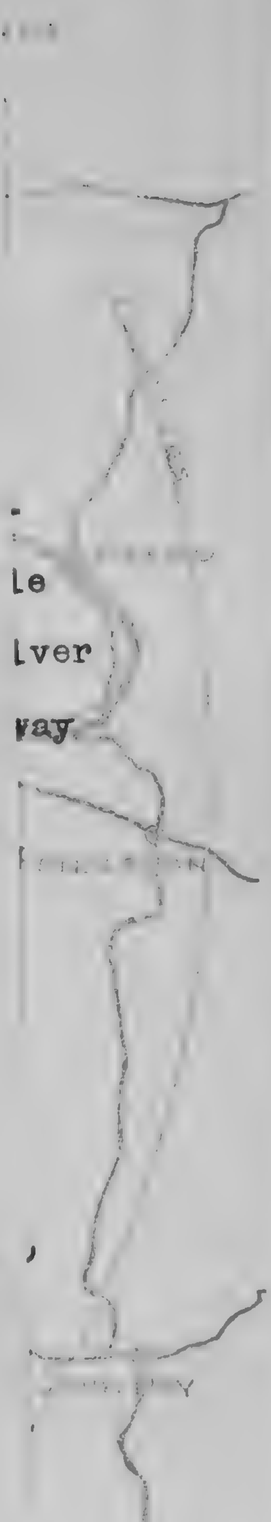
Mr. James Sullivan,

Dear Sir:

The Banks Elementary P.T.A. as a group would like to stand back of your Clubs idea for a Clover leaf at the junction of Wilson River highway and No. 47, South of Banks.

Two of our school buses will cross this intersection twice each day with approximately ninety children aboard. We are interested in keeping our children safe.

Respectively,
Mrs. Lester White
Secretary.



VERNONIA CHAMBER OF COMMERCE
VERNONIA, OREGON

President, Guy I. Thomas
Secretary, Joseph P. Wallace
Treasurer, Marvin Kamholz

March 16, 1955.

Mr. James A. Sullivan
President O. L. S. Assn.
Hillsboro Commercial Bank Building
Hillsboro, Oregon

Dear Mr. Sullivan:

The Vernonia Chamber of Commerce is certainly behind your organization and urges you to ask the State Highway Department to build and overpass or underpass while they are working on the new road linking the Wilson River Highway and the Sunset Highway, where it crosses Highway 47, between Banks and Forest Grove, (the old railroad crossing).

Without such a pass, this intersection would be a dangerous one, indeed.

Thanking you for your cooperation, I am,

Sincerely,

Mona M. Gordon

Mona M. Gordon, Mgr.

Today a Town, Tomorrow a City

STATE OF OREGON
STATE UNEMPLOYMENT COMPENSATION COMMISSION
UNEMPLOYMENT COMPENSATION LAW
Hillsboro Local Office
136 N. Third
March 15, 1955

Mr. Jim Sullivan
National Farm Loan Assoc.
Commercial Bank Bldg.
Hillsboro, Oregon

Dear Jim:

After careful interpretation of original data, I have come to the conclusion that 25% of Washington County's strawberry acreage is situated in the Banks area. This geographical district includes Timber, Buxton, Manning, and Banks.

In scanning empirical data I have found this office made 1,000 agriculture placements in the Banks area during the month of June 1954. This means that for a period of 30 days approximately 8 buses and many trucks, containing 800 youngsters, would cross the Wilson River - Sunset Highway intersection at the Banks - Forest Grove highway.

There would also be many private automobiles carrying family groups engaged in agriculture activities, crossing this important intersection.

Youngsters are busy during the balance of the harvest season engaged in picking beans and prunes in this area. It is difficult to state the exact number because I am uncertain of the exact acreage.

This figure of 800 youngsters engaged in the daily harvest of strawberries during the peak month of June is a fair estimate of agriculture traffic across this important intersection.

With kindest personal regards, I am,

Very truly yours,

Alvin

Alvin Elkins, Manager
Hillsboro Local Office

AE:en

March 10, 1955

Mr. James A. Sullivan
County Co-Chairman
Washington County Lifesavers Committee
203 Commercial National Bank Building
Hillsboro, Oregon

Dear Mr. Sullivan:

In your letter of March 9, 1955 directed to the State Highway Commission, attention R. H. Baldock, State Highway Engineer, you request an appointment with the State Highway Commission at its April meeting to present to the Commission the view point of people who reside in the area near the intersection of the Wilson River-Sunset Highway and the Forest Grove-Banks Highway, and you advise that the citizens of Western Washington County are concerned about the type of crossing that is proposed for this intersection.

The Highway Commission will be pleased to hear what you have to say on this subject. The April meeting of the Commission is scheduled to be held in Portland on Wednesday and Thursday, April 13 and 14. Delegations will be heard on the second day, Thursday the 14th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 11:00 a.m., which I trust is satisfactory. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel which is located at Broadway and Stark Streets.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

HARRY M. SEABOLD
Co. Judge
JAS. LEWIS
Co. Commissioner
H. R. JOHNSON
Co. Commissioner
R. FRANK PETERS
Circuit Judge
GLEN HIEBER
District Judge
HELEN STEINKE
Co. Assessor
R. H. BUSCH
Tax Collector and Co. Sheriff

County of Washington

HILLSBORO OREGON

MAUD BOSCOW
Co. Treasurer
AUSTIN SCRAFFORD
Co. School Supt.
HAL BARROW
Co. Surveyor
R. N. TORBET
Co. Clerk and Co. Recorder
ROB L. FURCHNER
Co. Juvenile Officer
FRED L. CORN
Co. Service Officer
L. L. MacINTYRE
Co. Road Engineer and Road Master

March 10, 1955

Mr. J. A. Sullivan
441 Birchwood Road
Hillsboro, Oregon

Dear Mr. Sullivan:

I have tried to obtain the information which you recently requested about traffic counts in the Banks area and I shall list them as were found by our traffic counters.

On the Banks Highway at the proposed overpass the average traffic count was 1350 vehicles for a 24-hour period.

On the Wilkesboro Road, which is the first road East, South of the proposed overpass, the average traffic count was 275 vehicles per day.

On the Diericks Road, West of the Banks Highway and South of the proposed overpass, the average traffic count was 26 vehicles per day.

On the Wilkesboro-Mountaindale Road, South of the Sunset Highway, the average traffic count was 355 vehicles per day.

A check on the Sunset Highway indicated an average of 2770 vehicles per day at the intersection of the Wilkesboro Road.

The above counts were taken over a 48-hour period.

In answer to your other question, the Oregon State Highway Commission will hold their meeting in Portland on April 13th and 14th.

Very truly yours,

L. L. MacIntyre

L. L. MacIntyre
County Engineer and
County Roadmaster

LLM:ra

TUALATIN VALLEY
NATIONAL FARM LOAN ASSOCIATION
SERVING WASHINGTON AND COLUMBIA COUNTIES
203 COMMERCIAL NATIONAL BANK BUILDING
HILLSBORO, OREGON
JAMES A. SULLIVAN, SECRETARY-TREASURER
FEDERAL LAND BANK LOANS

AGENDA
APR 14 1955

D

March 9, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock, State Engineer

Gentlemen:

The citizens of western Washington County are quite concerned about the type of crossing that the State Highway Department is planning to construct at the intersection of the Wilson River Sunset Highway and Forest Grove-Banks Highway.

Having discussed the subject thoroughly with A. G. Skelton, Resident Engineer, it appears desirable to request a hearing with the State Highway Commission in order that they be completely advised of the thinking of the people in this area. In view of the fact that the weather will soon permit the resumption of work on that section of the highway, we would appreciate it if we could appear before the Commission at its April meeting. Please advise at the earliest date if that would be possible.

RECEIVED
MAR 10 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

James A Sullivan
JAMES A. SULLIVAN
County Co-Chairman
Washington County Lifesavers Committee

JAS:pj
cc: Walter W. R. May

11:00 AM
April 14, 1955

ANSWERED
H. B. GLAISYER

"OWNED BY FARMERS : FOR FARMERS"

1

Route #2 Box #275
Forest Grove, Oregon

February 15th, 1955.

Honorable Judge Harry M. Seabold,
Washington County Courthouse,
Hillsboro, Oregon

Dear Judge Seabold: In re: Highway Lifesavers Group
and
State Highway Dept. Meeting
Feb. 15th, 1955.

May we respectfully be permitted as civic minded citizens of this area to call the attention of the Secretary of State's Office and representatives of the above mentioned meeting, to the intersection of the Wilson River Highway, Highway #46, one quarter mile south of Banks, which will be a MAJOR HIGHWAY TRAFFIC HAZARD. An Over and Under-Pass with a clover-leaf is warranted and requested, the fact finding investigated for reasons as follows:

1- Danger to school children. Daily usage of under or over pass is needed by shcool children unable of who do not use school bus for diverse reasons.

2- Oregon Motr Service discontinued, thus, forcing pedestrian traffic rendering potential traffic fatalities increase.

3- Automobile and pedestrian signals. Signals needed and overhead cross walk, closed in cyclone fence are suggested remedies.

Sincerely,

W. Louise Lippert
Ralph Lippert

Mr. and Mrs. Ralph Lippert,
Route #2 Box #275
Forest Grove, Oregon

Phone Banks 510

ull/rl

SUNSET
Chamber of Commerce

AN
ORGANIZATION
FOR
BETTERMENT
OF OUR
COMMUNITIES

MAILING ADDRESS
BANKS, OREGON
PHONE 101

MEETINGS: THIRD
WEDNESDAY OF EACH
MONTH

Feb. 2 1955

James A. Sullivan
County Co-Chairman
Washington County Lifesavers Comm.

Dear Sir;

In regard to the grade crossing South of Banks, on intersection of State Highway # 47 and new Gales Creek, Washburn cutoff, The members of the Sunset Chamber of Commerce feel that the State Highway Commission is permitting a death trap to be built which will be far more dangerous than our neighboring one at North Plains which already has a traffic record of 13 fatal accidents. As our area is much heavier populated than North Plains, it is the desire and reccomendation of this Chamber that an overpass with access be erected at this point.

Please feel free to call on us for whatever help we may be able to give you on this matter as we are very concerned for the lives of our children as well as our own.

Yours Sincerely
J. J. Moore

J. J. Moore, Recording secretary
Sunset Chamber of Commerce

Could Have Been the Real Thing

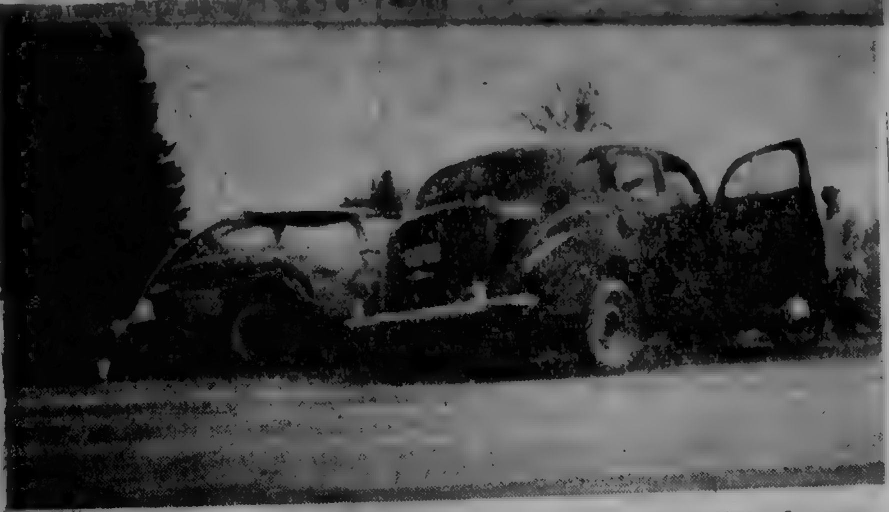
TWO-CAR SMASHUP on highway 47 near Banks Saturday afternoon was only make-believe, staged by members of county Highway Lifesavers group. Their point: Intersection of Banks-Forest Grove state highway with new Wilson river cut-off, now under construction, will be "death trap" unless an overpass is constructed. Group, with this in mind, has obtained hearing with highway commission in Portland next Thursday morning. John Meeke, Hillsboro, will present Lifesavers' arguments. Department has pleaded lack of funds for overpass construction at present, although such a project is in the picture "eventually." Numerous spectators were attracted by the phony accident Saturday.—(Argus photo 2622)

AS IT MIGHT BE—The simulated wreck at the point of crossing on highway No. 47 near Banks where the new connecting link between Sunset and Wilson River highways will cross, pointed up the heavy traffic at this point.

Pseudo Crash Draws Many Spectators

Any question about the traffic volume of highway No. 47 in the vicinity of Banks where the new connective link between Sunset highway and Wilson River highway is to cross (at grade level according to present state highway commission plans) received a quick answer last Monday during the staging of a mock accident.

It was the purpose of the Wash-



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It was the purpose of the Washington County Highway Lifesavers committee to set up a pseudo collision result at roadside for photographs to illustrate the dangers inherent in a grade crossing. A photograph of the scene herewith is presented. Traffic directors stood by to take care of passing cars.

In the brief time it took for the two cars to deposit their damaged machines in and near the ditch, dozens of passing motorists looked anxiously out of their car windows and offered to be of assistance.

"Anyone hurt?" was the universal question. Had it not been for the foresight of Jim Sullivan of Hillsboro, chairman of the lifesavers group, in arranging for traffic direction, a serious situation might have developed. The point brought out is that in the short time necessary for taking a few pictures, literally hundreds of automobiles and trucks passed the scene.

"It is this busy thoroughfare that the state highway commission contemplates cutting across with a major state highway artery," Sullivan said. "The roadway they are building is to carry traffic that will be traveling at a very high rate of speed, probably in the 80 to 90 miles an hour brackets, or 70 at least.

"We are appearing before the highway commission at 11 a.m. Thursday, April 14, in an effort to persuade the commission to order an overpass at this point, lifting the new highway over our own highway No. 47 to save the lives of our Washington county people. The state highway commission already has the right-of-way purchased for construction of this overpass, and I do not see how they can refuse to build it now."

Triple Death Court Trial On Docket

Trial will begin in circuit court Monday at 9:30 a.m., result of an accident on Sunset highway February 3, 1954, which took three lives.

Charles R. Hedricks, administrator of estate of his deceased wife, Myrtle, is asking $20,000 damages from truck owner Glenn F. Koennecke of North Plains and Helen L. Keenan, administratrix of estate of the late Anne Josephine Shofner of Portland.

Portland firm of Hicks, Davis & Tongue and Albert T. Kemmer of Beaverton, attorneys for plaintiff, amended a previous complaint, which had named Lloyd Faulk of Rt. 3, Hillsboro, driver of the truck involved in the accident, as defendants. Hedricks now claims Mrs. Shofner was negligent on one count, that of operating her automobile on left side of highway, and Koennecke negligent on 11 counts, including stopping on highway without signal or operating stop light or other adequate warning.

Excessive Speed Claimed

George H. Fraser of Portland, and W. C. Schwenn of Hillsboro, attorneys for Koennecke, filed an answer March 10, claiming Mrs. Shofner was driving too fast, in view of existing conditions, and was negligent on five other counts, therefore constituting sole cause of accident.

Police report at time of accident stated auto driven by Mrs. Shofner glanced off the loaded truck which was headed east, waiting to make left turn just east of North Plains junction. Her car then plowed head-on into westbound machine driven by Hedricks. Mrs. Shofner and her passenger, Mrs. Emma Hyatt Morton of Portland, and Mrs. Myrtle Hedricks all perished in the accident.

Crash Brings $125,000 Suit

North Plains Man Defendant in Case

HILLSBORO (Special)—A triple fatality on Sunset highway one year ago led last week to filing of a $125,000 damage suit in Washington county circuit court.

Plaintiff is Charles Hedricks, 48, of Rt. 3, Hillsboro, whose wife, Myrtle, was killed in the crash. He asks $125,000 general and $6215.21 special damages from Glenn F. Koennecke of North Plains, owner of a log truck which officers said was involved in the crash.

Hedricks claims he was permanently crippled in the accident which took the life of his wife and two Portland women, Mrs. Anne J. Shofner, industrialist, and Mrs. Emma Hyatt Morton. Three others were injured.

Suit Charges Negligence

Complaint, filed by Albert T. Kemmer of Beaverton, alleges Koennecke was negligent on these counts:

It stopped on Sunset highway without warning, had no operating stop light and was without two rear clearance lights, had no red signal or other adequate warning on rear end of its load, was operating when reflectors were obscured by dirst and dust, and failed to stop off paved portion of the highway.

Truck driver was Lloyd W. Faulk, 45, Rt. 3, Hillsboro.

Two Cars Collide

According to police reports, the eastbound truck was stopped for a left turn when Mrs. Shofner's car, eastbound, glanced off it and plowed into the westbound machine driven by Hedricks. Mrs. Morton was Mrs. Shofner's passenger.

Hedricks, claiming he never again will be able to follow his occupation of farmer, lists the $6215.21 as his medical expense.

Highway Livesavers Put To Test By Petitions Of Banks Residents

A challenge to the Highway Lifesavers committee to live up to its name was posed at Hillsboro Tuesday night by a large group of Western Washington county residents intent on having an overcrossing established as a part of the state highway commission construction job near Banks.

After a lengthy discussion, in which Marshall N. Dana, secretary, and Walter W. R. May, assistant secretary, of the Oregon Highway Lifesavers committee took part, the matter was resolved by Bill Eaton, representing the Forest Grove Chamber of Commerce, in a motion that the matter be carried before the March meeting of the state highway commission in Portland.

"We know," was the simple statement of one Banks resident, "that the death toll at the grade crossing of the new Wilson River Cutoff, where it traverses the heavily-traveled Tualatin Valley highway, will begin immediately traffic is opened. The first victim might very likely be me or one of mine. Are we going to have to wait until the death toll mounts like it has on the Murray road crossing or the North Plains crossing of the Sunset highway?"

This sentiment was echoed several times after A. G. Skelton, district state highway engineer, a guest at the meeting, explained that while right-of-way has been purchased to provide an overpass at the contested intersection, present plans do not contemplate such an overpass. In fact, a contract has been let which will start forthwith, setting up a grade crossing.

Some criticism was heard on the action of the state highway commission in throwing these arterials across the Washington county highways without adequate traffic protection.

"If this committee feels that a grade separation near Banks is demanded, I suggest that the highway commission is your servant, not your master," declared Dana, after the discussion was heard. "When you are avowedly out to reduce deaths on the highway you are in a very influential position, and a hearing certainly will be given you by the highway commission.

"It is my suggestion you apply to the commission for a hearing and that when you appear, be bolstered by all the factual data you can assemble. Build your case to the best of your ability."

Dana directed this advice to Jim Sullivan, tax consultant of Hillsboro, chairman of the meeting, who put Eaton's motion and received a unanimous vote to go ahead and petition the highway commission for an immediate hearing.

Present and taking spirited part in the discussion were J. J. (Spud) Moore, of Roy, secretary of the Sunset Chamber of Commerce; A. G. Ostrander, Vernonia; Al Nosack, Forest Grove; Lloyd Whitcomb, Banks; Ray VanderZanden, Hillsboro; Irwin Schlegel, Sunset Chamber of Commerce, Banks; Sheriff R. H. Busch, Hillsboro; Glen P. Ireland, Forest Grove; Amy P. Johnson, Cornelius; Cora E. Heaton, Hillsboro; Ray Dierickx, and Patricia Dierickx, Forest Grove, Sunset Chamber of Commerce; Thomas Chapman, and Theodora Chapman, representing the Banks Mothers and Dads club; and John Jensen of Hillsboro.

County Highway Lifesavers Group Plans Strong Bid for Overpass on River Cut-Off

Washington county Highway Lifesavers committee, aided by group of Banks area residents who propose that an overpass be constructed at intersection of new Wilson River cut-off and Banks-Forest Grove highway (state 47), will present their arguments to state highway commission at 11 a.m., April 14.

Local Lifesavers group met Wednesday night at county court house to plan its stand before that group. John Meeke, Hillsboro, chairman of group's traffic hazards committee, will act as spokesman and will be allowed 15 minutes for his statement, according to Chairman James Sullivan, Hillsboro.

Summer Traffic Worst

Committee will attempt to convince highway officials that presently-planned grade crossing at that intersection will create a "death trap" worse than the North Plains-Sunset crossing, which has been responsible for 13 fatalities in about eight years. Traffic counts on Sunset, present Wilson River road and highway 47 between Banks and Forest Grove, will be used to bolster the group's argument.

Although official count made recently of traffic on 47 at that point by county Engineer L. L. McIntyre showed 1350 vehicles in 24-hour period, years-old figures on annual basis indicated average of 1800 per day, and persons at Wednesday's meeting pointed out traffic has increased considerably since that count was made.

Of particular concern to the committee is problem of increased use during summer of both highway 47 and the new cut-off, due to beach and harvest-time travel. Alvin Elkins, manager of county employment office, has estimated that harvest labor during peak month of June will add 800 persons to daily traffic count past the new crossing.

Department Lacks Funds

Overpass cost has been variously estimated at from $100,000 to $150,000, including access, and highway department at previous meetings with local Lifesavers has indicated it has no funds with which to undertake construction. It also pointed out the contract has been let, and no alterations may now be made until it has been completed.

Part of Meeke's presentation is expected to involve comparative costs of overpass construction and of economic loss of human life, based on insurance statistics. Committee stated it felt that loss, in dollars, of one or two deaths would exceed overpass expense.

Lifesavers charged "shortsightedness" on highway department's part in not planning overpass before contract for cut-off was let. Plans are to write county's state representatives and senators and Governor Patterson and to ask their support at the April hearing.

Expressions Due

Also to be presented at the hearing will be expressions of backing from Hillsboro, Forest Grove, Vernonia and Sunset chambers of commerce and from local farm organizations, along with photographs of the intersection.

Resume of current measures concerning traffic safety now before state legislature was presented by Sullivan. Group authorized letter of recommendation for bill which would allow municipal law-enforcement agencies to serve warrants for moving violations, outside city limits.

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merce and travel. Towns and cities which were started years ago because of convenience in the matter of river travel continue to grow. Cities which originally were the location of a trading post where Indian trails happened to meet continue to enjoy certain natural advantages in the flow of modern commerce and travel.

In a small way this same type of reasoning applies to Forest Grove. Certain factors operated to make it an early pioneer settlement. It was located fortunately. This applies to this community as a center of important local highways.

Some 25 years ago Wesley Vandercook, engineer for the company which built the Longview bridge pointed out that there was a logical and natural highway route from Longview through Forest Grove to connect with U. S. 99W at McMinnville. The proposal of the Longview engineer did not receive very enthusiastic reception at that time principally because Oregon highway engineers opposed the suggestion on the basis that it was a proposal motivated by self-interest and promotion of toll business over the Longview bridge. However, things which are logical and right

erated by the Washington Toll Bridge authority and may some day be a free bridge. There are travelers going north and south who would just as soon avoid Portland and enjoy a shorter and perhaps faster route.

There is logic in the suggestion of a by-pass which is being revived and sponsored by the communities concerned. The construction involved would be rebuilding of a Columbia county highway from Rainier through Apiary to Pittsburg, work between Pittsburg and Forest Grove and straightening and improvement between Forest Grove and McMinnville.

Highway projects are not accomplished overnight. We can recall the years of work of such men as Loyal M. Graham before the Wilson river road became a reality.

The same need for continuous effort will be true of the proposed north and south road through Forest Grove. However, it is encouraging to believe that the route has good logical reasons for receiving favorable consideration. There is no reason for those interested in the project to wait another 25 years when the same reasons which made the route feasible from the beginning continue to be even more evident today.

Geography Favors Alternate Route

Even in an atomic age certain geographical factors operate to determine the flow of commerce and travel. Towns and cities which were started years ago because of convenience in the matter of river travel continue to grow. Cities which originally were the location of a trading post where Indian trails happened to meet continue to enjoy certain natural advantages in the flow of modern commerce and travel.

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The Longview bridge is now owned and operated by the Washington Toll Bridge authority and may some day be a free bridge. There are travelers going north and south who would just as soon avoid Portland and enjoy a shorter and perhaps faster route.

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Separation Of Traffic Is Proposed

OVERHEAD CROSSING AT BANKS TO BE REQUESTED OF HIGHWAY COMMISSION

By JOHN M. RICHARDSON
News Editor, News-Times

Highway 47, at places called the Tualatin, the Nehalem, and the Vernonia highway, is the traffic artery of Western Washington county, and as such is highly important to a cluster of cities and farms containing the most important people in the world insofar as the Forest Grove News-Times is concerned. They are our neighbors and our readers.

Especially concerned over a high way grade crossing soon to cut across Highway 47, about a mile and a half south of Banks, are the people of Banks, Verboort, Roy, Buxton, Davies, Strassel, Scofield and Manning. This is the state highway connection between Sunset highway and the Wilson River highway, under construction and to be completed forthwith.

Concerned, too, are all users of Highway No. 47, and they are growing in numbers every year, as traffic from McMinnville through Carlton, Yamhill, Gaston, For3st Grove, Vernonia, Apiary, and thence to the Longview bridge is becoming more popular.

The greatest concern, however, is felt by those in the immediate vicinity of the crossing-to-be. Straw berry growers, with trucks bearing children and women to the berry fields, will have an obligation to be very, very careful at this crossing. It is known that drivers on through state highways become speed-numbed on such thoroughfares, feeling that a slow-down from 90 to 65 or 70 miles an hour is gesture enough for such a crossing.

The Washington County Highway Lifesavers committee has started a campaign to have an overhead crossing established at this intersection, and will lead a delegation of Washington county citizens in an appearance at the Imperial hotel in Portland at 11 a.m. Thursday, April 14, before the state highway commission.

At this hearing, which has been scheduled by the highway commission, an effort will be made to advance an overhead crossing, set up for later construction by the commission, which already has the right-of-way purchased for such construction.

Members of the delegation will be Jim Sullivan, mortgage banker of Hillsboro, one of the Washington County Highway Lifesavers committee

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North Plains Highway Job Bids Called

State highway commission will call bids at its April 13-14 meeting for a $175,000 federal aid project on Hillsboro-North Plains road, County Engineer L. L. MacIntyre said this week.

County's share of the job is 20 per cent, or an estimated $35,000. State will pay 20 per cent and federal government 60 per cent.

The project involves 4.65 miles of paving from Hillsboro city limits to Sunset highway. Widening, straightening and grading are included, and the new road will have 3½-inch asphalt concrete surface.

Completion is planned this year.

Right of Way Cleared

MacIntyre said the county started its portion of the work this month. It is building a new bridge three miles north of city limits and has moved most of the fences back. All necessary right of way has been cleared by the county, but more will be obtained if land owners are agreeable, the engineer said.

Present bridge is to be maintained until traffic starts over the new one, so there will be no interruption in road use. County also is to move ditches and clear shoulders.

MacIntyre said county court believed it couldn't afford to pass up the federal aid project. Traffic count on the road is 1700 cars a day at Hillsboro city limits, he stated, and this use is expected to increase with completion of the improvement project on Wilson River highway in September.

NEWS-TIMES, Forest Grove, Oregon, Thursday, March 10, 1955 Page 8

Traffic Volume Gains In State

Oregon highways carried close to 20 percent more traffic last month, than in the corresponding period a year ago, according to volume data from automatic recorders compiled by the state highway department.

The recorders, permanently installed key points along rural highways, clocked sizeable traffic increases at almost every location as compared with the counts for last year at the same time.

Heaviest rural traffic was recorded south of Woodburn on highway 99E where the January volume averaged 7,537 vehicles a day, up 24 percent from January of 1953. The sharpest increase was a 64 percent gain on the Columbia river highway near Troutdale.

Urban traffic in Portland and Salem also gained eight and one-half percent during the month, recorders showed.

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By JOHN M. RICHARDSON
News Editor, News-Times

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Members of the delegation will be Jim Sullivan, mortgage banker of Hillsboro, one of the Washington County Highway Lifesavers committee chairman. He has the good wishes of Walter W. R. May, and Marshall Dana, both identified with the Oregon Highway Lifesavers committee, who said their opinion is that a very strong argument will be in the committee hands—the saving of lives.

Sullivan has bespoken the backing of the Forest Grove Chamber of Commerce and the Hillsboro Chamber of Commerce. He announced he will appreciate a spokesman from each group at the hearing.

State highway commission will call bids at its April 13-14 meeting for a $175,000 federal aid project on Hillsboro-North Plains road, County Engineer L. L. MacIntyre said this week.

County's share of the job is 20 per cent, or an estimated $35,000. State will pay 20 per cent and federal government 60 per cent.

The project involves 4.65 miles of paving from Hillsboro city limits to Sunset highway. Widening, straightening and grading are included, and the new road will have 3½-inch asphalt concrete surface.

Completion is planned this year.

Right of Way Cleared

MacIntyre said the county started its portion of the work this month. It is building a new bridge three miles north of city limits and has moved most of the fences back. All necessary right of way has been cleared by the county, but more will be obtained if land owners are agreeable, the engineer said.

Present bridge is to be maintained until traffic starts over the new one, so there will be no interruption in road use. County also is to move ditches and clear shoulders.

MacIntyre said county court believed it couldn't afford to pass up the federal aid project. Traffic count on the road is 1700 cars a day at Hillsboro city limits, he stated, and this use is expected to increase with completion of the improvement project on Wilson River highway in September.

NEWS-TIMES, Forest Grove, Oregon, Thursday, March 10, 1955 Page 8

Traffic Volume Gains In State

Oregon highways carried close to 20 percent more traffic last month, than in the corresponding period a year ago, according to volume data from automatic recorders compiled by the state highway department.

The recorders, permanently installed key points along rural highways, clocked sizeable traffic increases at almost every location as compared with the counts for last year at the same time.

Heaviest rural traffic was recorded south of Woodburn on highway 99E where the January volume averaged 7,537 vehicles a day, up 24 percent from January of 1953. The sharpest increase was a 64 percent gain on the Columbia river highway near Troutdale.

Urban traffic in Portland and Salem also gained eight and one-half percent during the month, recorders showed.

99W Alternate Highway

District Leaders Plan Fund Campaign

Daily N

Eighty-second Year, No. 276 McM

ighway Body Organized

(See Story, Column 8

Daily News-Register

Year, No. 276 McMinnville, Oregon, Thursda 24, 1955 Price 5 cents — 12 Pages

Columbia Gorge Plan Proposed

BY DOUGLAS McKEAN
Journal Political Editor

STATEHOUSE, Salem, April 2.—Gov. Paul Patterson has announced a plan which he believes will solve, within existing agencies, the problems which have led to demands for appropriations for the Columbia Gorge commission and for a separate state park commission.

The highway commission has agreed, he said, to spend $50,000 to acquire land in the Columbia Gorge to assure a watershed for the various waterfalls and to preserve scenic areas.

Also, he said, the highway commission has agreed to expand the tourist subcommittee of the commission into a tourist and park committee which would do long-range planning on the state's park system.

ONE OF THE objections of groups favoring a separate park commission has been that the highway commission has tended to create parks only adjacent to or readily accessible from highways.

Gov. Patterson, while not agreeing that this is completely true, said he believes it inevitable that the subcommittee, in planning five years in advance, would get into development of parks off highways.

The $50,000 for the Columbia Gorge, he said, would be spent in the next two years and added that a majority of the Gorge commission has agreed that this amount is sufficient to get the needed land.

IN ADDITION to the $50,000 planned for the Gorge, Patterson said the highway commission plans to spend $165,000 in the next biennium to develop Rooster Rock park on the Columbia river.

The governor also said he expects the legislative interim

Portland By-Pass Revived At Session By New Formation

A move to by-pass the crowded metropolitan Portland area with traffic from Longview to McMinnville over reconstructed Oregon 47 through Forest Grove, which would become U.S. 99W, was revived with organization of 99W Alternate Highway association at Forest Grove Wednesday evening.

The proposed program, termed highly desirable by Civilian Defense representatives who also lauded it as a military route, would require reconstruction on a Columbia county highway from Rainier through Apiary to Pittsburg, some work between Pittsburg and Forest Grove and heavy reconstruction between Forest Grove and McMinnville, speakers at the Monday night meeting said.

Art Ostrander and Guy Thomas, both of Vernonia, were elected president and secretary-treasurer of the new association. An executive committee, to include a representative and alternate from each community along the route, was established. Members include James Stanard and Clifford Elliott, McMinnville; William Haysacker, Gaston; Everett Haney and Homer Waltz; Ostrander, Vernonia; H. R. Barker and Ed Britts, Rainier; and Phil Lutz, Longview. Others will be selected in the immediate future.

Session Scheduled

The committee will meet at monthly intervals to conduct promotion activity of the organization. Next session is scheduled for 8 p.m., March 9, at Vernonia. Judges John Whipple of Columbia county; Harry Seybold, Washington; and R. E. Renne, Yamhill, will be asked to sit on the committee, officials said.

Using the highway through Longview, across the Longview bridge, to Vernonia, Forest Grove and McMinnville the route would provide the means of moving heavy traffic rapidly between Oregon and Washington without entering the crowded metropolitan area, speakers said. Development of Civilian Defense and military requirements and fear of congestion in event of attack add emphasis to the program, they pointed out Wednesday night.

Meetings to discuss the proposal

Columbia Gorge Plan Proposed

BY DOUGLAS McKEAN
Journal Political Editor

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IN ADDITION to the $50,000 planned for the Gorge, Patterson said the highway commission plans to spend $165,000 in the next biennium to develop Rooster Rock park on the Columbia river.

The governor also said he expects the legislative interim committee to be charged with studying the park problem.

By getting money from the highway commission, whose funds are from gasoline taxes, the governor said, the knotty problem of getting an appropriation from the ways and means committee would be eliminated.

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Meetings to discuss the proposal drew 300 and 400 people when the plan was first proposed in the early 1920's, speakers said, but the program was opposed by Oregon highway officials as a method of pulling the Longview bridge's finances out of the fire. The bridge was taken over by the Washington Toll Bridge Authority in 1947, however, has experienced two toll reductions with another anticipated, and will have its bonds paid off in 12 to 14 years rather than 27 to 30 as expected, speakers emphasized.

Approach Built

City officials of Longview have constructed a four-lane roadway to the bridge approach and plan to ask the Washington highway commission to take over the highway, representatives from that community said. This would open the way to make the proposed improvement a national highway, they felt.

Plans for the program's revival have been sparked by Ostrander, speakers at the meeting said, but he was unable to attend Monday's organizational session. The meeting, attended by some 30 representatives from chambers of commerce along the highway, was called by Homer Waltz, chairman of the Forest Grove roads and highway committee.

S-304(2) Havana Sec., Havana-Helix 1955
Secon. Hwy.
#4542

RECEIVED
JUN 20 1957
FOR FILING

4542

June 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Pursuant to our conversation this morning, we are submitting herewith an additional copy of Order for State Force Work, account No. 279, covering premium for insurance required by the U.P.R.R. Company for railroad protection on Oregon Project S-304(2), Havana Section in Umatilla county, Contract No. 4542.

This copy of Order for Extra Work is for your approval and return to this office.

Very truly yours

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.

DEP:cr

RECEIVED
NOV 7 1956
FOR FILING

S. [illegible]

4542

November 5, 1956

Central Cement Products Co.
P.O. Box 726
Pendleton, Oregon

ATTENTION: Mr. John Fletcher

Gentlemen:

Reference is made to your letter of October 23, 1956, regarding money due from R. H. Jones, for material furnished on Contract No. 4542, Havana Section, Havana-Helix Highway in Umatilla County.

Final payment for work under this contract was mailed to Arthur Simonsen & Co., the prime contractor, on October 15, 1956. We do not require an affidavit that all bills have been paid and cannot know whether settlement has been made with a sub-contractor.

The adjustment of $74.39 paid the contractor was not for additional concrete, but an adjustment on the amount of cement in the concrete as determined by our Testing Laboratory in setting up specifications for the mix.

The company holding the bond for the prime contractor on this project was United Pacific Insurance Company; the agent, Frisbie Insurance Agency, 2009 Main, Baker, Oregon.

Very truly yours,

S. H. Probert
Office Engineer

DBP:lmr

ONE 4180

CENTRAL CEMENT PRODUCTS, INC.
ONE MILE EAST ON HIGHWAY 30
P. O. BOX 726
PENDLETON ★ OREGON

October 22, 1956

Mr. S. H. Probert
Office Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

We are writing in regard to Mr. R.H. Jones, contractor who sub-contracted construction of bridge and culverts on the Havanna-Helix job for Arthur Simonson. We are still waiting for final payment from Mr. Jones. He has been billed for 246½ yards of concrete which was delivered to the jobs and signed for by his foreman Mr. Coates. According to the engineers in the Pendleton office, Mr. Jones received an adjustment of $74.39 in his favor which indicates that there was more concrete used than Mr. Jones has said.

We have a balance due us of $135.09 which we would like to receive as soon as possible as we are holding a check for $1970.20 from him. We would like to know if he has received final payment on this job and if so if he signed an affadavit to the effect that he had paid us in full. Would it be possible to withhold this amount from Mr. Jones' final settlement if it has not been made? We would also like the name and address of his bonding company in case we have to take it up with them. We do not feel that we are responsible for any yardage over the estimated amount due to the fact that his foreman ordered the amount of yardage to be delivered at each pour.

We would appreciate anything you could do for us about this matter.

Sincerely yours,

John T. Fletcher

Final pd (mailed) 10-15-56

Bonding Co: United Pacific Ins Co.
agent Frisbie Ins Agency
2009 Main, Baker Ore.

RECEIVED
OCT 17 1956
FOR FILING
S. 304 (2)

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4542	10-Final	Arthur Simonsen and Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21794	H-162964	$ 2,682.66	10/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: to Aug. 8, 1956

Completion Date: Aug. 8, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 15 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 10 1956
FOR FILING

3-384

4542

October 8, 1956

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27, 1956 had under discussion your request for an extension of time from June 30 to August 30, 1956 within which to complete your contract No. 4542, for bridge, grading and paving on the Havana Section of the Havana-Helix Highway in Umatilla County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including August 8, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

W. S. Hodge,
Resident Engineer

Tom Edwards,
Construction Engineer

RECEIVED
OCT 4 1956

FOR FILING
S-304 (2)
4542

October 4, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4542 for work performed on the Havana Section of the Havana-Helix Highway in Umatilla County was completed by the contractor, Arthur Simonsen & Co., on August 8, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $2,682.66 will be released to the contractor on or after Octobe 15, 1956. The total contract amount is $89,422.00, of which amount $74.39 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 18 1956
FOR FILING

3-304 (2)
4542

September 17, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Company on contract No. 4542, covering bridge, grading and paving on the Havana Section of the Havana-Helix Highway in Umatilla County. This payment, in the amount of $6,420.63, will be released to the contractor on or after September 27, 1956. The retained percentage is $2,682.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 22 1956
FOR FILING

S-304 (2)
4542

August 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 2
September 27-28 meeting

Gentlemen:

Herewith request from Arthur Simonsen & Company for an extension of time on the Havana Section, Contract No. 4542, from June 30, 1956 to August 30, 1956.

The contractor was delayed to a certain extent due to our failure to obtain clearance from the Union Pacific Railroad which was involved in this project. Also, heavy spring storms washed out a large portion of the completed fill which necessitated the contractor re-entering and replacing the grade. We suffered little inconvenience and no added expense.

I would therefore recommend that extension be granted to and including August 8 which was the actual completion date.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ep fn

RECEIVED
AUG 20 1956
FOR FILING

S-304(2)

4542

A

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1956, on Contract No. 4542, Havana Section, in Umatilla County, in connection with Federal Aid Project No. S-304(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:la

cc: John Cattrall

RECEIVED
AUG 14 1956
FOR FILING

5-304 (2)

4542

August 14, 1956

Mr. E. P. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee
Portland, Oregon

Dear Sir:

In connection with our improvement of the Havana Section of the Havana-Helix Highway, the Public Utilities Commissioner issued Order No. 34238 under date of December 20, 1955, authorising a grade crossing across the tracks of the Oregon-Washington Railroad & Navigtion Co. near Havana. One of the obligations of the railroad company stated in the order is the placing of Commissioner's Standard No. 1R reflectorised crossing signs at each side of the crossing. Our work on this project is now completed and the road is being used by the public.

Will you please have the signs placed as soon as possible.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Tom Edwards
Mr. A. F. Parson

LHY:ar fn

Form E-1—[illegible]

2-3-1 (2)
4542

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report #41 Final

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 11, 1956

Section Havana

Kind of work Bridge, Grading & Paving

Highway Havana-Helix

Section prefix 150-1047

Contractor Arthur Simonsen & Co.

Contract number 4542

Date of contract Oct. 20, 1955

Date of completion June 30, 1956

Date work started Nov. 4, 1955

Estimated date of completion August 8, 1956

Project authorization $105,658.65

Exclusive of Engineering $96,287.55

Per cent of time elapsed 115.7%

Estimated cost of completed project, exclusive of engineering $89,596.74

Estimated per cent overrun or underrun Under 9.5%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $7,371.28

Engineering cost to date $8,225.82, 111.6%

Date project was completed August 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Put on seal August 7th. and shoulder rock and finished the section August 8. The seal rock stuck very well and looks O.K.

Noted
M. N. Juve

RECEIVED

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed N. S. Hogg

Address Pendleton

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.98	0.98			
Miles partially completed	0.98	0.98			
Miles completed	0.98	0.98			
Total estimated quantities (contract)	22,500	10,400			2,600
Total quantities corrected to date	24,726	9,958			2,385
Estimated quantities moved or placed to date	24,726	9,958			2,385
Average daily quantities		366			306
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Paving plant 0 ....

Compressors ...., Bulldozers ...., Rotary broom 1 ...., Cat 1 ...., Trucks 3 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

A

RECEIVED
AUG 13 1956
FOR FILING

S-304 (3)
4542

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 10, 1956

RR-465

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary Hwy. #355
OWRR & N Co. (Umatilla Co.)

To:
Mr. W. C. Williams ✓
Mr. Forrest Cooper (2)
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. E. A. Collier (2)
Mr. A. F. Parson (2)
Mr. F. B. Crandall
Mr. E. F. Saling (5)
Mr. H. B. Simpson

Herewith I hand you copy of agreement between Oregon-Washington Railroad & Navigation Company, and its Lessee Union Pacific Railroad Company, the Highway Commission and Umatilla County, relative to grade crossing on the Havana-Helix Highway near Helix.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
AUG 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1956
~~FOR FILING~~

RAILROAD COMPANIES
FILE No. 465

S-304 (2)
4542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 10, 1956

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary Hwy. #355
OWRR & N Co. (Umatilla County)

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you for your files executed copy of agreement between Oregon-Washington Railroad & Navigation Company, and its Lessee Union Pacific Railroad Company, the Highway Commission and Umatilla County, relative to grade crossing on the Havana-Helix Highway near Helix.

Copies of the agreement have been sent to the following:

Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. E. A. Collier
Mr. A. F. Parson
Mr. F. B. Crandall
Mr. E. F. Saling
Mr. H. B. Simpson

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

REFERRED TO
BY SECRETARY

RECEIVED
JUN 26 1956
FOR FILING

FORM E-30X

4542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 22, 1956

SUBJECT: Havana Section
Havana-Helix
Contract No. 4542

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392195, dated June 20, 1956 showing a deficiency of 8.1 percent of material retained on the 1½-inch screen and an excess of 3 percent in plasticity index in the 2½"-0 crushed rock being produced.

This aggregate has shown prior deficiencies of from 4.5 to 12.2 percent, but has been free of undesirable fines. As this sample was taken from the road it may be that subgrade soil was inadvertently picked up with the rock.

Will you please have the resident engineer instruct the inspector sampling the job to be especially careful in obtaining a sample of crushed rock base material from the road that the sample is representative and contains no subgrade soil.

It is suggested that the gradation can be improved by opening the crusher jaws, thus satisfying the need for larger sized aggregate.

Also, will you please have the resident engineer so mark samples of aggregate submitted to the laboratory after improving the material that it is clear they represent corrected 2½"-0 base course material.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-MCH:ef

cc to: W. C. Williams ✓
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1956
FOR FILING

S-304(2)
4542

May 21, 1956

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Herewith three copies of the agreement between the Union Pacific Railroad Company, the State of Oregon, and the County of Umatilla covering the grade crossing of the railroad at Havana Station in Umatilla County. These have been signed by the Highway Commission and the County Court. As soon as they are signed by your principals, please return two copies to us so that one copy may be retained in our files and one copy sent to Umatilla County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encls.
cc Mr. Forrest Cooper
Mr. J. W. DeSousa

FORM E30—50M—8-55—02866

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1956

SUBJECT: Assignment #24

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the grade crossing on the Havana-Helix Highway in Umatilla County.

These copies have been executed by the Highway Commission and the County Court but have not been executed by the Railroad Company. After signature by the railroad officials, will you please return two copies to Mr. Glaisyer. One copy is to be returned to Umatilla County and one is for the Commission's files.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:te
Att.

RECEIVED
MAY 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

ASSIGNMENT

Date: 5/4/56 No. 24 By GSP

Description: 3 copies State-County-Railroad agreement covering grade crossing on Havana-Helix Highway in Umatilla County, which have been executed by Highway Commission

✓

Acknowledged by_____ Referred to CATTRALL

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.______
- __Contact correspondent and report

Remarks:

Please get signatures of County officials and return through this office.

G.S.P.

Executed 5-21-56 Gm. Report Received______

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary #355
Umatilla County

r further handling are three
ıen the Highway Commission,
Washington Railroad & Navigation
ilroad Company, relative to ease-
ent covering the Havana Grade
Highway in Umatilla County.
ted by the State Highway Commission
gnatures of the proper officials of
tilla County.

please return one copy to this
files.

Secretary

rn
Attach: 3

RECEIVED
MAY 4 1956
CO... RELATIONS

RECEIVED
MAY 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1956

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary #355
Umatilla County

To:

Mr. G. S. Paxson
Ass't State Highway Engineer
Office

Attached hereto for further handling are three copies of an agreement between the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company and Umatilla County.

When fully signed please return one copy to this office for the Commission's files.

H B Glaisyer
Secretary

rn
Attach: 3

RECEIVED
MAY 4 1956
[illegible]
[illegible]

RECEIVED
MAY 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APR 26 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 24, 1956

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary #355
Umatilla County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you triplicate copies of agreement between the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County.

It is requested that after execution by the Highway Commission all three copies be returned direct to me for further handling.

I understand that you plan having one duplicated copy run for your records, and, it is requested that at this time you have an extra duplicated copy made for me so that the necessary mats may be cut for reproduction after the agreements are forwarded to the Railroad Companies for execution by Umatilla County and by the Railroads.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer
Mr. W. C. Williams
Mr. C. W. Enfield

NOTED
G. S. P

RECEIVED
APR 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1956
FOR FILING

[illegible]
4542

May 17, 1956

Fidelity and Deposit Company
900 Failing Building
Portland 4, Oregon

Attention: Mr. Robert B. Cumming
Manager

Gentlemen:

In reply to your letter of May 11 concerning an amount shown receivable on a State Highway contract by Arthur Simonsen & Co. as of January 1, 1956, our records show that on our Contract No. 4542 for the estimate of work performed to January 5, 1956 Mr. Simonsen had due and payable to him the sum of $2,827.95, which has been paid. Also due him on that date was the sum of $652.36 as retained percentage, which amount is still held pending completion of the job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

ROBERT B. CUMMING
MANAGER
WILLIAM OLDHAM
S. G. HEFLIN, JR.
SPECIAL AGENTS

900-1-2-3 FAILING BUILDING
PORTLAND 4, ORE.

TELEPHONE
CA 8-6441

May 11, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen: Re: Arthur Simonsen & Co.

The captioned contracting firm has applied to our company for bonding credit in connection with future highway work. We have received a financial statement dated January 1, 1956 in which an account receivable from you on a completed contract in the amount of $3,350.17 in connection with a contract in the amount of $47,234 is listed. We would greatly appreciate your confirming the accuracy of this statement and your confirming whether, as of this date, this account has been paid.

Very truly yours,

Robert B. Cumming
Robert B. Cumming, Mgr.

RBC:jm

RECEIVED
MAY 14 1956
OREGON
STATE HIGHWAY COMMISSION

~~4365~~
4542 - Umatilla
~~4595~~
~~4673~~

est. for work to 1-5-56 2827.95 - has been paid
retained to 1-5-56 652.36
$3480.31

RECEIVED
AUG 13 1956
FOR FILING

S-304 (x)

4542

Salem, Oregon
May 3, 1956

Pux 140-Havana G-Xing
Havana-Helix Secondary #355
Umatilla County

Mr. G. S. Paxson
Ass't State Highway Engineer
Office

Attached hereto for further handling are three copies of an agreement between the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company and Umatilla County.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

Sent to files 8/13/56

page 91.

E [illegible] crossing

Contract 4542 awarded to Simonson

10-20-55

3 copies to be signed & returned to Paxson

EPARTMENT

NDENCE

140-Havana G-Xing

na-Helix Secondary #355

illa County

Office

Herewith I hand you triplicate copies of agreement between the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County.

It is requested that after execution by the Highway Commission all three copies be returned direct to me for further handling.

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J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. H. B. Glaisyer
Mr. W. C. Williams
Mr. C. W. Enfield

3 cy

REFERRED TO [illegible]
BY SECRETARY

[illegible] to the [illegible]
They [illegible]

(A)

FORM 230-X—12½M—6-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 24, 1956

SUBJECT: Pux 140-Havana G-Xing
Havana-Helix Secondary #355
Umatilla County

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Herewith I hand you triplicate copies of agreement between the Highway Commission, Umatilla County and Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, relative to easement and construction agreement covering the Havana Grade Crossing on the Havana-Helix Highway in Umatilla County.

It is requested that after execution by the Highway Commission all three copies be returned direct to me for further handling.

I understand that you plan having one duplicated copy run for your records, and, it is requested that at this time you have an extra duplicated copy made for me so that the necessary mats may be cut for reproduction after the agreements are forwarded to the Railroad Companies for execution by Umatilla County and by the Railroads.

J. W. DeSOUZA
Assistant Counsel

JWD:KN
ENCL.
cc: Mr. H. B. Glaisyer
Mr. W. C. Williams
Mr. C. W. Enfield

3 [illegible]

REFERRED TO
[illegible]
BY SECRETARY

[illegible] to the [illegible]
They [illegible]

(A)

CPR8-1936

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Or[illegible]
County Umatilla
Project No. S-304(2)

PROJECT AGREEMENT FOR SECONDARY ROAD
UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 26th day of August, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.001 miles of grading, drainage, 2-lane high type pavement, and bridge construction
(Character of work)

between a county road junction at Van Sycle and F.A. Route 19 approximately one mile south of Havana,
(Control points)

consisting of 0.982 miles of roadway and one (Number) bridge~~s~~ totaling 0.019 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of fifty-seven thousand and 00/100 dollars ($57,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is ninety-two thousand, seven hundred sixty and 25/100 dollars ($92,760.25).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Ben R Chandler
Chairman, State Highway Commission
(Title)
By Chas H Reynolds
Member, State Highway Commission
(Title)
By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-304(2)

HAVANA SECTION OF THE HAVANA-HELIX HIGHWAY

IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1955

Type Code 6201
Roadway (Sta. 2+00 to 51+94.04) (Contract No. 4542)

All Required	Clearing and Grubbing	$	$ 2,500.00
330 cu. yds.	Drainage Excavation, Unclassified	3.50	1,155.00
21,500 cu. yds.	General Excavation, Unclassified	0.44	9,460.00
62,500 yd. sta.	Short Overhaul	0.02	1,250.00
1,070 C-yd. sta.	Long Overhaul	0.50	535.00
0.98 mile	Finishing Roadbed and Slopes	700.00	686.00
250 lin. ft.	18" Concrete Pipe	3.35	837.50
150 lin. ft.	24" Concrete Pipe	4.50	675.00
60 cu. yds.	Class "A" Concrete	64.00	3,840.00
8,000 lbs.	Metal Reinforcement	0.12	960.00
7,700 cu. yds.	Coarse Crushed Material in Base	2.30	17,710.00
1,420 cu. yds.	3/4" - 0 Material in Base	2.50	3,550.00
220 M-gal.	Sprinkling	3.00	660.00
0.98 mile	Preparation of Base	300.00	294.00
130 cu. yds.	3/4" - 0 Material in Binder Course	3.75	487.50
20 tons	MC-2 Asphalt in Binder Course	48.00	960.00
5 tons	RS-1 Asphalt in Tack Coat	60.00	300.00
2,150 tons	Class "B" Asphaltic Concrete	8.25	17,737.50
4 only	Extra for Asphaltic Concrete Approaches	30.00	120.00
12 tons	RS-2 Asphalt in Pavement Seal	60.00	720.00
50 cu. yds.	Aggregates in Pavement Seal	5.00	250.00
	Subtotal		$ 64,687.50
	10% Engr. & Cont.		6,468.75
	Total		$ 71,156.25

Type Code X021
Bridge (Sta. 10+85 to 11+85) (Contract 4542)

280 cu. yds.	Structural Excavation	$ 5.00	$ 1,400.00
15 cu. yds.	Excavation below Elevation Shown	10.00	150.00
210 cu. yds.	Class "A" Concrete	60.00	12,600.00
45,000 lbs.	Metal Reinforcement	0.12	5,400.00
30 lin. ft.	8" Metal Drain Pipe	3.00	90.00
	Subtotal		$ 19,640.00
	10% Engr. & Cont.		1,964.00
	Total		$ 21,604.00

Length of Roadway	0.982 mile
Length of One Bridge	0.019 mile
Total Length	1.001 miles
Cost per mile, Roadway	$72,460.53

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 71,156.25	$ 43,725.00	$ 27,431.25
Structure	21,604.00	13,275.00	8,329.00
	$ 92,760.25	$ 57,000.00	$ 35,760.25

State Funds for Const: Chap. 175, Laws 1917, Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

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FOR FILING

S-304(2)

4542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

W C WILLIAMS

Salem Office
December 22, 1955

SUBJECT: Pux 140-Havana Grade Crossing-
Havana-Helix Secondary Hy. No. 335
Umatilla County

To: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. E. A. Collier (2)
Mr. F. B. Crandall
Mr. A. F. Parson
Mr. H. B. Simpson

Herewith I hand you copy of Order No. 34238, issued by the Public Utilities Commissioner under date of December 20, 1955, authorizing the construction of a relocated grade crossing across the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, near Havana Station on the Havana-Helix Highway in Umatilla County.

After much controversy, denials of any obligations and much quibbling over the minutiae of petty details the order requires the Railroad Company to do, at its own cost, the items which were set out in the Commission's petition.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
DEC [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Order #34238

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2484

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for authority to con-)
struct a crossing at grade of the tracks)
and right of way of Oregon-Washington)
Railroad & Navigation Company, Union Pacific)
Railroad Company, Lessee, near Havana Station,)
known as the RELOCATED HAVANA GRADE CROSSING,) ORDER
in the SE¼ of the NW¼ of Section 23, Township 3)
North, Range 33 East, W.M., Umatilla County,)
Oregon.)

The above entitled matter was duly heard on Monday, November 14, 1955, at 3:30 P.M., in the Temporary Umatilla County Court House, Pendleton, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission;

Howard E. Roos, Assistant General Attorney, Portland, Oregon
In behalf of Union Pacific Railroad Company;

D. R. Cook, County Judge, Helix, Oregon
In behalf of Umatilla County.

This application by the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, was received on August 26, 1955, and requests authority for construction of a grade crossing of a newly aligned section of the

Havana-Helix Secondary Highway with the tracks and right of way of the Pendleton Branch of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, hereinafter referred to as Railroad, at a point near Havana Station, Umatilla County, Oregon.

Railroad offered no objection to the proposed construction providing certain provisions relative to the bearing of costs and details of construction are mutually agreed upon.

Umatilla County offered no objection to the proposed construction.

The matter, after due notice, was set down for hearing at the time and place set forth above.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed construction, of which the crossing is a part, will provide for a relocated connection of the Havana-Helix Secondary Highway from a point just north of the Pendleton-Adams Road to the Oregon-Washington Highway, and will carry an estimated average annual daily volume of traffic of 50 vehicles per day based upon 1954 tabulations, which traffic will be subject to normal annual increases. An estimated 45 train movements per year at speeds not to exceed 20 miles per hour are presently being conducted over the railroad at this location.

This new construction will permit the abandonment, as a crossing on a public thoroughfare, of the present crossing situated approximately 1,450 feet southwesterly from the proposed location. The new alignment will provide an improved highway with fewer curves and better sight distances.

The highway will approach the crossing from the northeast on a descending grade of 6%, and from the southwest on a descending grade of 6%, which grades are connected by a vertical curve 1,895 feet in length thus providing a practically level grade at the crossing of the tracks.

Curves of nine degrees on the highway and one degree and 30 minutes on the railroad intersect at the proposed point of crossing, and the angle which is tangent to the curves at the centerlines of highway and railroad is 37 degrees and 8 minutes.

The view of approaching trains is limited to such an extent by brush and trees and contour of ground that from a point on the highway 500 feet north of the crossing, the minimum sight distance is 200 feet and the maximum 500 feet; and from a point on the highway 500 feet south of the crossing, the minimum sight distance is 800 feet and the maximum is 900 feet. Greater sight distance is provided from a point on the highway 50 feet from the crossing, the minimum sight distance being 600 feet and the maximum 2,000 feet.

Applicant will prepare plans and specifications, award contracts for construction of the project, and bear all the costs incidental to the construction thereof, including reimbursement to Railroad for all necessary expenditures in connection therewith which are in accordance with accounting practices provided under the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto and, further, in accordance with the terms mutually agreed upon by Railroad and Applicant.

For protection of traffic, there will be installed at the crossing two Commissioner's Standard No. 1R reflectorized crossing signs and proper advance warning signs.

Upon completion of the new crossing, the bridge lying northerly from the present crossing will be removed thus eliminating the northerly approach to the Havana Station grounds. The existing roadway to the southeast of the tracks will be continued as a private roadway to provide ingress and egress to Havana Station.

Based on the foregoing, it is concluded that the proposed crossing will allow for improved highway alignment, provide a better crossing, eliminate the necessity for use by the public of the present 3-track crossing, is in the interest of the traveling public and Railroad, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, near Havana Station, known as the **RELOCATED HAVANA GRADE CROSSING**, in the Southeast Quarter of the Northwest Quarter of Section 23, Township 3 North, Range 33 East, Willamette Meridian, Umatilla County, Oregon, is granted; and it is further

ORDERED that the crossing be constructed in a good and workmanlike manner, and in conformity as to location, angle of crossing and grade with plans and profiles attached to the application and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall award contracts, supervise and finance the construction of the project and, except as hereinafter set forth, reimburse Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, for all necessary expenses in connection therewith which are in accordance with the accounting practices provided under the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, subject to reimbursement as set forth above, remove and reinstall at proper locations the existing railroad right-of-way fences, fence the northerly boundary of their right of way at Havana Station, provide and install a railroad standard metal cattle guard at the easterly highway right-of-way boundary, and reconstruct the existing railroad communication lines so as to provide standard clearances over the highway; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall as mutually agreed upon, and at their own expense, replace with preservative treated ties such worn ties as will soon need replacement, install timber treated guard rails at proper location for the full width of the crossing, remove and reinstall if necessary the present cattle guard situated approximately 400 feet southwest of the crossing, and install at proper locations, one on each side of the railroad track, Commissioner's Standard No. 1R reflectorized crossing signs; and it is further

ORDERED that upon completion Oregon State Highway Commission shall, at its own expense, maintain the crossing surface for the full width thereof and install, and thereafter maintain, advance warning signs of standard size and design; and it is further

ORDERED that upon completion Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, shall, at their own expense, maintain their track and roadbed, fences and cattle guards and the reflectorized crossing signs; and it is further

ORDERED that the designation 2H-7.3 shall be assigned to the crossing and maintained thereat as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that upon completion of the crossing and its opening to public travel, the existing crossing designated as 2H-7.0 be declared vacated as a public crossing and removed from the Commissioner's Catalog of Railroad Grade Crossings.

Made and entered this 20th day of December, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

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DEC 13 1955
FOR FILING

FORM E-30X—25M—9-55—08209

S-304(2)

4542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 12, 1955

SUBJECT: Pux 140-Havana Grade Crossing-
Havana-Helix Secondary Hy. No. 335
Umatilla County

To: MEMORANDUM TO FILE

Hearing on this matter was held before C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, at 2:45 o'clock p.m., on Monday, November 14, 1955, in the Umatilla County Courthouse, Pendleton, Oregon. This was at the time set for hearing on the Messner Overcrossing, Pux 151.

The Railroad Companies were represented by Mr. Howard E. Roos, Assistant General Attorney, 727 Pittock Block, Portland.

Umatilla County was represented by County Judge, D. R. Cook.

The State Highway Commission was represented by the writer.

Prior to taking of testimony, the petition was amended to strike the letters and figures "No. 355" in line 2 of Paragraph III, as Mr. Parson had advised me that this was an incorrect number for the secondary highway.

A. F. Parson was placed on the stand and testified regarding the general nature of the project and J. E. Gately was placed on the stand to testify regarding traffic.

Wm. J. Johnson, Assistant Superintendent, LaGrande, and Ralph C. Baysinger, Assistant Engineer, Portland, were placed on the stand by Mr. Roos on behalf of the Railroad Companies. Mr. Johnson's testimoney related to traffic on the railroad.

The principal points placed in issue by the pleadings were regarding payment by the Railroad Companies for the costs of providing and installing preservative treated ties and guard rails across the highway roadbed, and the providing and placing of reflectorized cross-buck signs at the new crossing. Mr. Baysinger testified that the Railroads, at their own cost and expense, would provide and place preservative treated ties and timber guard rails, but took the position that if the Highway Commission desired reflectorized cross-buck signals at this time, the same should be provided and installed at the expense of the State Highway Commission. However, under date of December 7, 1955, the Railroad Companies advised the

Public Utilities Commissioner that these will voluntarily be installed at Railroad expense.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. W. Enfield

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SEP [illegible] 1955
FOR FILING

Const
Grade Xing
[illegible]

FORM [illegible] 50M REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 26, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. David Don

PUX 140-Havana Grade Crossing
Helix Secondary Highway No. 355
Umatilla County

Dear Sir:

Herewith I hand you original and three copies of petition of the Highway Commission for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, on the Havana-Helix Secondary Highway No. 355, near Havana Station, Union County.

Two of the copies are for service upon the railroad companies and the other is for service upon Umatilla County in case you should consider it desirable to make the county a party.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSouza
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. Forrest Cooper
Mr. A. F. Parson
Mr. C. W. Enfield

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct a crossing at grade of the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, near Havana Station, known as the RELOCATED HAVANA GRADE CROSSING, in the SE¼ of the NW¼ of Section 23, Township 3 North, Range 33 East, W.M., Umatilla County, Oregon.	PETITION No. _________

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of law, Title 31.

III

That the petitioner proposes the construction of a revised location of the Havana-Helix Secondary Highway No. 335, extending from a point approximately 1,245 feet northerly from the tracks of Oregon-Washington Railroad & Navigation Company, Union Pacific Company, Lessee, in a southerly direction to a connection with the Oregon-Washington Highway, including a connection between the said revised location and the existing location of the said highway, south of the tracks of railroad companies, and that in connection therewith it is necessary and desirable to construct a crossing at grade of the tracks of railroad companies, approximately 1,450 feet northeasterly from the existing crossing at Havana Station, and to barricade the existing location of the highway at the northerly boundary of the right of way of railroad companies at Havana Station, as shown by drawings [illegible] and [illegible]-33-20 attached hereto and by this reference made a part hereof.

[illegible]

That the estimated average daily volume of traffic on the highway at the said relocated crossing will be 250 vehicles, based upon 195[illegible] tabulations and estimates, which traffic will be subject to normal annual increases, and that the average rail traffic at the said crossing will not exceed 15 train movements per year.

[illegible]

That the grade approaching the proposed crossing from the northeast is a descending grade of [illegible] and that the grade approaching the proposed crossing from the southeast is a descending grade of [illegible], which grades are connected by a vertical curve 1,875 feet in length.

[illegible]

That the petitioner proposes that the construction and maintenance of the said proposed crossing, including the things to be done in connection therewith be handled, and the cost thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract, or contracts, for the project.

(b) Except as hereinafter stated under Things To Be Done By Railroad Companies, reimburse companies for all necessary expenditures in connection therewith, which reimbursement shall be made in accordance with the accounting practices provided under the terms of General Administrative Memorandum No. 2[illegible], issued by the Public Roads Administration and amendments thereof and supplements thereto.

(e) Maintain the highway with its appurtenances and facilities, including the connection to the existing location of the Havana-Helix Highway south of the tracks of railroad companies, and, also, including the pavement between the rails of railroad companies, after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement, remove the existing railroad right of way fences across the revised location of the highway right of way and reinstall the same along the highway right of way boundaries, and construct fencing along the northerly boundary of the right of way of railroad companies at Havana Station.

(b) Subject to reimbursement, provide and place a railroad standard metal cattle guard at the easterly highway right of way boundary.

(c) Subject to reimbursement, elevate the existing railroad communication lines so as to provide adequate clearance over the highway.

(d) At their own cost and expense, provide and place preservative treated ties and guardrails across the highway roadbed and provide and place reflectorized crossbuck signs at appropriate locations.

(e) At the cost of railroads, maintain after construction the railroad ties, rails, cattle guard, reflectorized signals and other railroad appurtenances and facilities.

That the proposed construction is in the SW¼ of the NW¼ of Section 23, Township 3 North, Range 33 East, W. M., Umatilla County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this 26th day of August, 1955.

STATE OF OREGON, by and through its
State Highway Commission

By [illegible]
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By [illegible]
Assistant Counsel for the State Highway
Commission

RECEIVED
NOV 15 1955
FOR FILING

S-304 (2)
4542

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 4, 1955, on Contract No. 4542, Havana Section, in Umatilla County, in connection with Federal Aid Project No. S-304(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
NOV 10 1955
FOR FILING

9-304 (2)
4542

November 9, 1955

Arthur Simonsen & Co.
2925 Grandview Dr.
Baker, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4542, which was awarded to you by the State Highway Commission, for bridge, grading and paving on the Havana Section of the Havana-Helix Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 27 1955
FOR FILING
S-3?-4(2)
4542

October 20, 1955

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for grading and paving, also construction of reinforced concrete bridge on the Havana Section of the Havana-Helix Secondary Highway in Umatilla County for the sum of $92,141.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4542.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

blm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Wash.

Attention: Dorothy McCormack

R. G. Savage
H. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fullrate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the fullrate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

October 20, 1955
11:28 a.m.

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Contract for grading, etc. Havana Section of Havana-Helix Secondary Highway, Umatilla County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

Right of Way Engineer

RLP/mab

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1955
FOR FILING

FORM 230—30M—4-54—74396

[illegible]4(3)

4542

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 20, 1955

SUBJECT: Havanna Section
Havanna-Helix Highway
Umatilla County

To:

W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Rights of way for this project have now been acquired, and as far as this Department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/mab

RECEIVED
OCT 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 6 - 1955
FOR FILING

S-304(2)

4542

08-35

September 1, 1955

NO[illegible]
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 355, Project S-304(2), Oregon Federal-aid Secondary Highway Program was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective August 26, 1955. It is expected that the project will be administered in full compliance with Oregon's 1954 Secondary Road Plan approved effective November 1, 1954.

This item will appear on the program as follows:

Item	355
County	Umatilla
Project	S-304(2)
FAS Route	467
State Secondary Route	335
Termini	Approx. one-half mile N.E. of Havana to junction with FA 19
Construction Cost:	
Total Cost	$83,000
Federal Funds	$50,000
State Funds	$33,000
Other Funds	- - -
Length	0.95 miles
Character of Proposed Work	Grade and drain; two-lane high type pavement, one bridge, length 60 ft.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
SEP 2 1955
OREGON
STATE HIGHWAY COMMISSION

Original to Mr. Probert

RECEIVED
SEP 6 - 1955
FOR FILING

S-304(2)
4542.

08-35

September 1, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 355, Project S-304(2), Oregon Federal-aid Secondary Highway Program was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective August 26, 1955. It is expected that the project will be administered in full compliance with Oregon's 1954 Secondary Road Plan approved effective November 1, 1954.

This item will appear on the program as follows:

Item	355
County	Umatilla
Project	S-304(2)
FAS Route	467
State Secondary Route	335
Termini	Approx. one-half mile N.E. of Havana to junction with FA 19
Construction Cost:	
Total Cost	$83,000
Federal Funds	$50,000
State Funds	$33,000
Other Funds	- - -
Length	0.95 miles
Character of Proposed Work	Grade and drain; two-lane high type pavement, one bridge, length 60 ft.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
SEP 2 1955
OREGON
STATE HIGHWAY COMMISSION

Original to Mr. Probert

RECEIVED
AUG 18 1955
FOR FILING

S-304(2)
4542

August 17, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Secondary Highway Program, it is our desire to construct the Havana Section of Federal-aid Secondary Route No. 467. This section extends from the town of Havana to the junction with the Oregon-Washington Highway, Federal-aid Route No. 19.

The program data for this project is as follows:

Item No.	355
County	Umatilla
Project No.	S-304(2)
Federal Route No.	467
State Route No.	335
Termini	Approx. one-half mile N.E. of Havana to junction with F.A. 19
Construction Cost:	
Total Cost	$83,000.00
Federal Funds	50,000.00
State Funds	33,000.00
Other Funds	- -
Project Totals:	
Total Cost	$83,000.00
Federal Funds	50,000.00
Length	0.95 mile
Character of Proposed Work	Grade and Drain. Two-lane High Type Pavement, 1 Bridge, length 60 feet.

The proposed project is to grade and drain on improved grade and alignment and construct a 20-foot asphaltic concrete pavement with 4-foot shoulders. Included in the work is the construction of one concrete bridge.

The existing gravel road on this section is on very poor grade and alignment. The proposed improvement connects on the north end with an oiled highway 18 feet in width which extends to the town of Helix. The project crosses a branch line of the Union Pacific Railroad Company near Havana. The present crossing is at grade and the proposed new crossing will also be at grade.

A small scale map showing the location of the project accompanies this letter. Traffic figures for the project are as follows:

1954 Data:

ADT	290
Per cent Commercial	10%

1974 Data:

ADT	500
Per cent Commercial	10%
30th Peak Hour	75

The information on the railroad crossing is as follows:

Location	Near Havana
Existing Crossing	Grade Crossing
Number of Main Tracks	1
Number of Side Tracks	0
Number of Trains	Seasonable operation (Approx. 25 trains per year)
Number of High Speed Trains Daily (60 mph or more)	0
Vehicle Speed	40
Present Protection	1 X-Buck
Proposed Protection	To conform with GAM 63

The project has the approval of the County Court of Umatilla County as well as that of the State Highway Commission.

If possible it is desired to advertise this project on September 7 for bids to be received on September 22nd or 23rd.

Very truly yours,

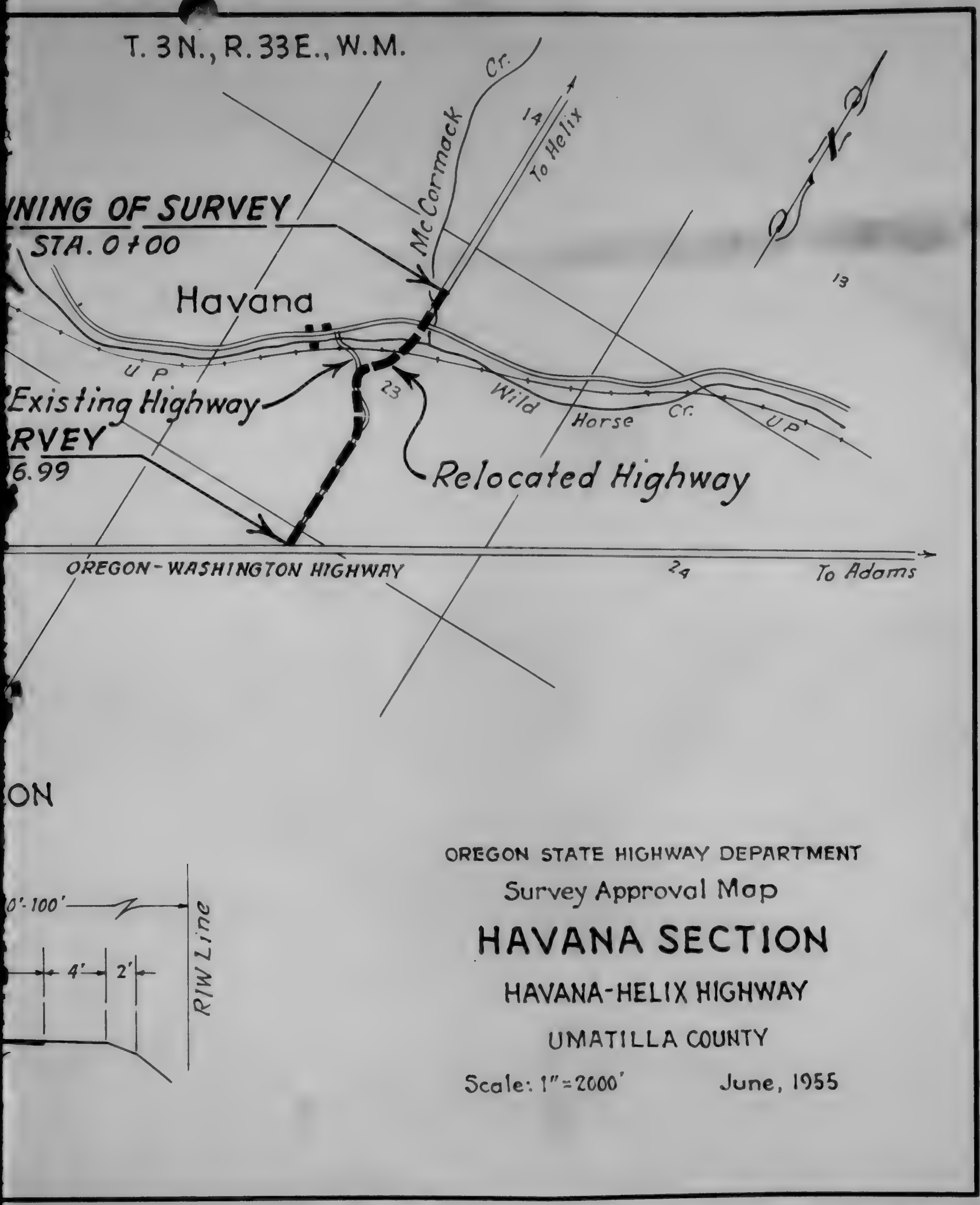
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

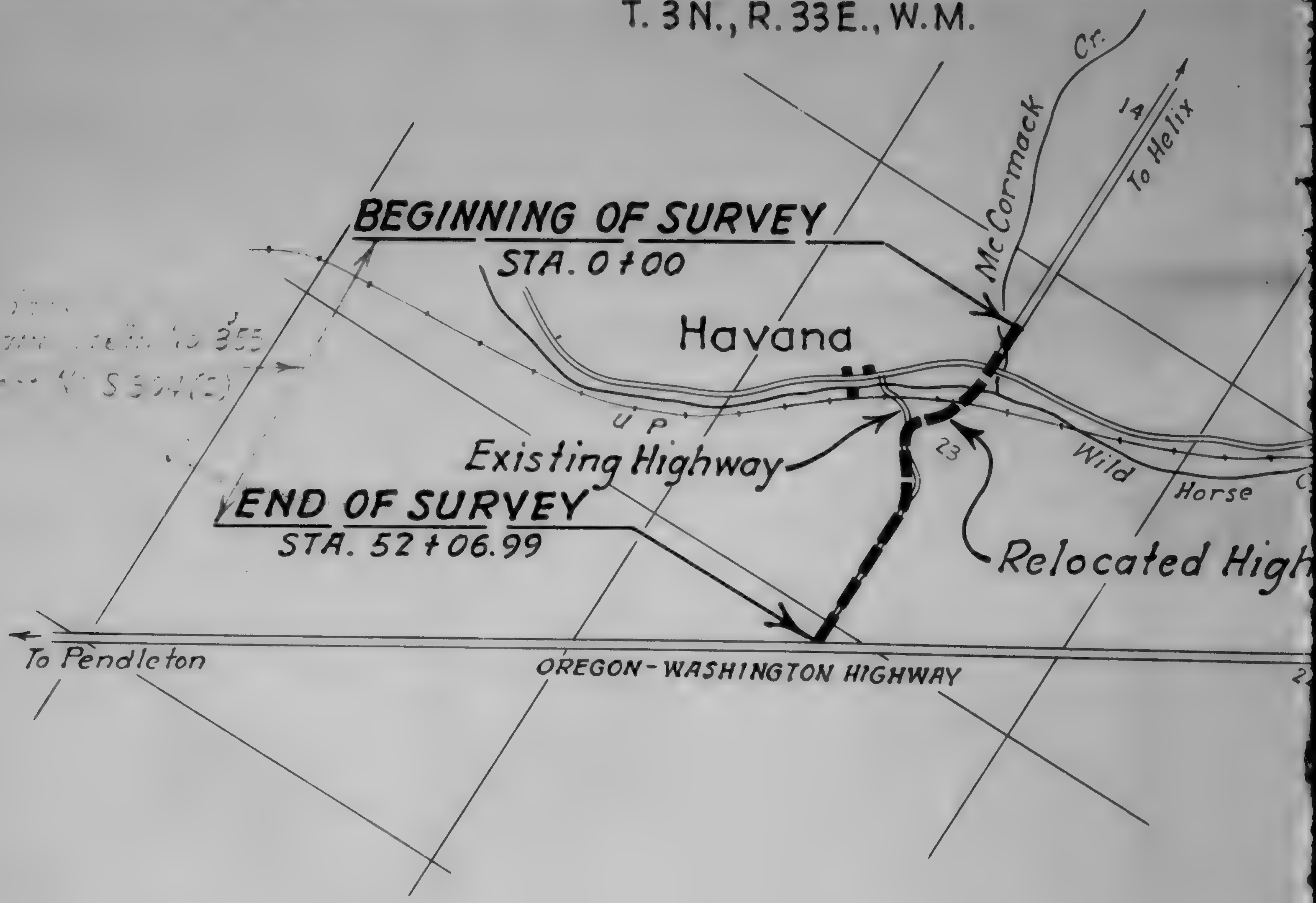
1R-5-749



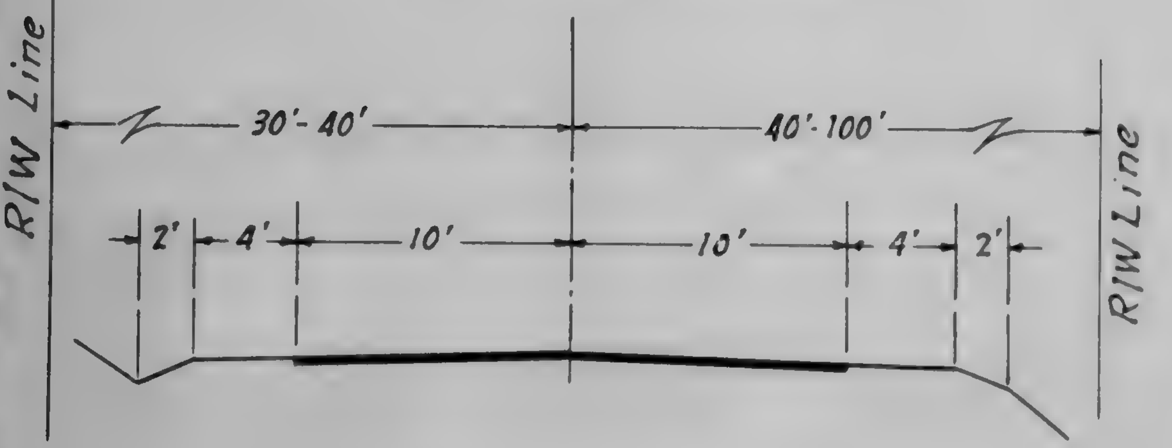
OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

HAVANA SECTION

HAVANA-HELIX HIGHWAY
UMATILLA COUNTY
Scale: 1"=2000' June, 1955



TYPICAL SECTION



OREGON STATE HIGHWA
Survey Approv

HAVANA S

HAVANA-HELIX

UMATILLA

Scale 1" = 2000'

Form E-61—20M—10-54

304 (2)
11542

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Havanna Section
Highway: Helix - Havanna
Contractor:
Submitted by: J. T. Burch
Contract No. 11542

Prefix No. 37-1422
County: Umatilla
F. A. Project No.
Date reported: June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: State Pit N. & adjacent to mile 2.5, Helix - Havanna hwy.
Sampled at: Pit
To be used: Oil Rock and A/C
Sampled by: W. P. Milne
Date received: June 28, 1955
Quantity represented

TEST RESULTS

Laboratory No. 366050
Data Sheet No. A-38527
Type of material: Rock
Screen opening: To ¼": ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	13.6
Specific gravity (Le Chatelier)	2.89
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	Fair %
Manufactured fines	%
Liquid limit: Natural fines	%
Manufactured fines	%

Degraded material:
P.I. 0
L.L. 22

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer
Resident Engineer — Parson
Dist. Maint. Supt. — Burch
Foreman
Geology and Soils
Files

Milne
V. G. O'Neil

Engineer of Materials

State Printing 79625

RECEIVED
JUN 27 1955
FOR FILING

S 304 (3)
4542

June [illegible], 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto is a sketch map outlining the survey of the [illegible] Section of the [illegible] Secondary Highway. In the approved [illegible] federal year program we have an allotment of $[illegible] to improve this section.

I recommend that you approve the survey as indicated between [illegible] and [illegible] and authorize the acquisition of the necessary right of way.

Very truly yours,

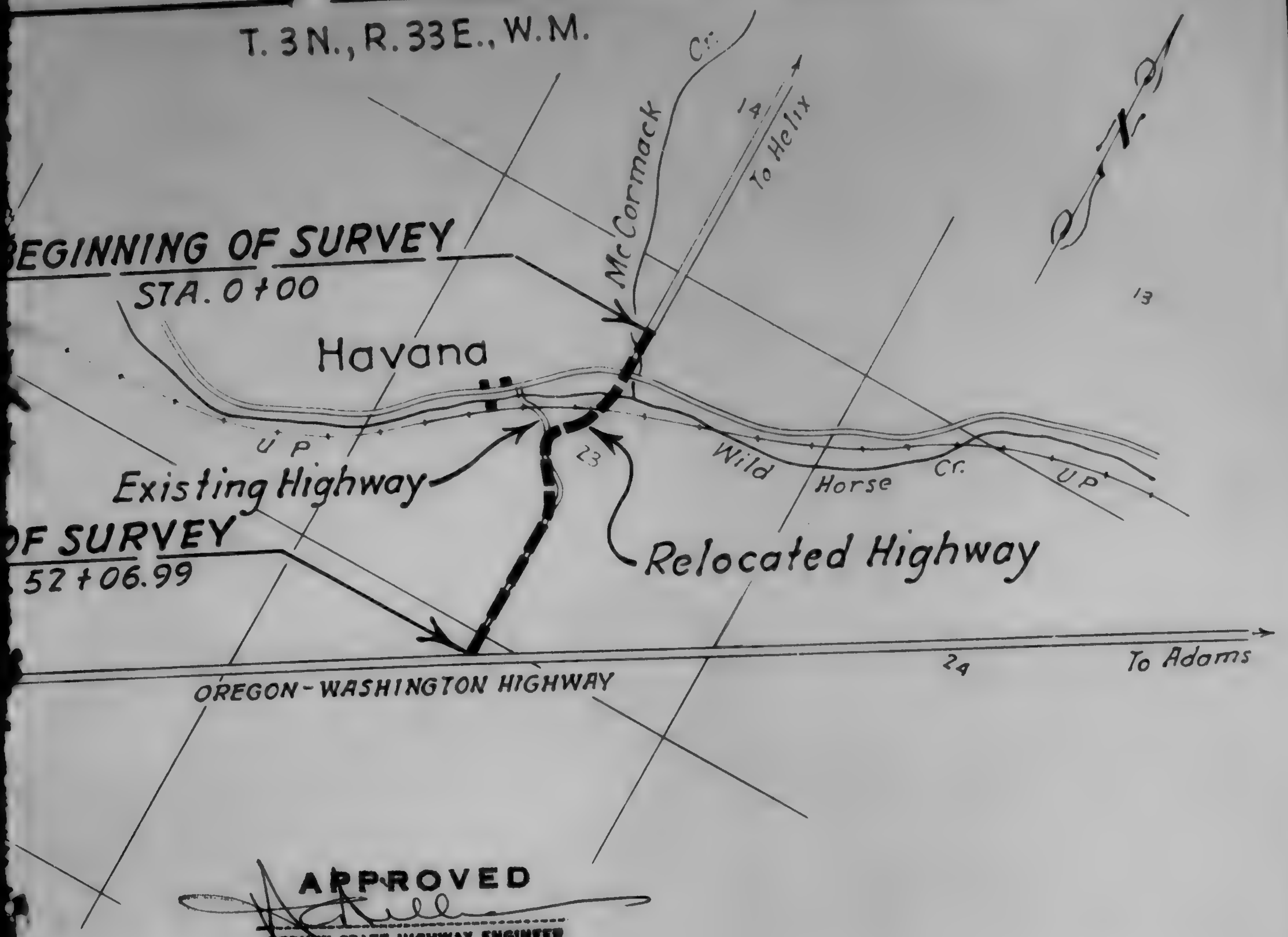
R. H. Baldock
State Highway Engineer

WCW:me

Inclosure

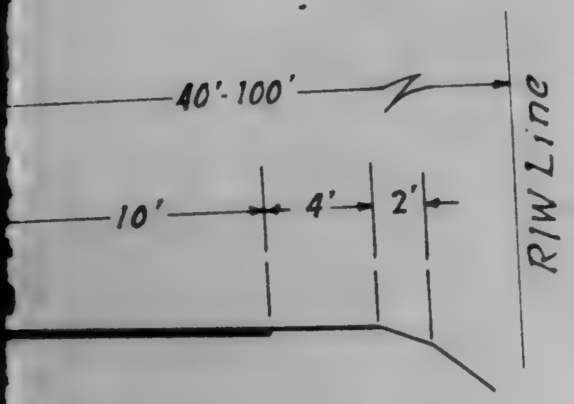
cc Mr. H. G. Smith
Mr. C. W. Enfield

1R-5-749



APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-24-55

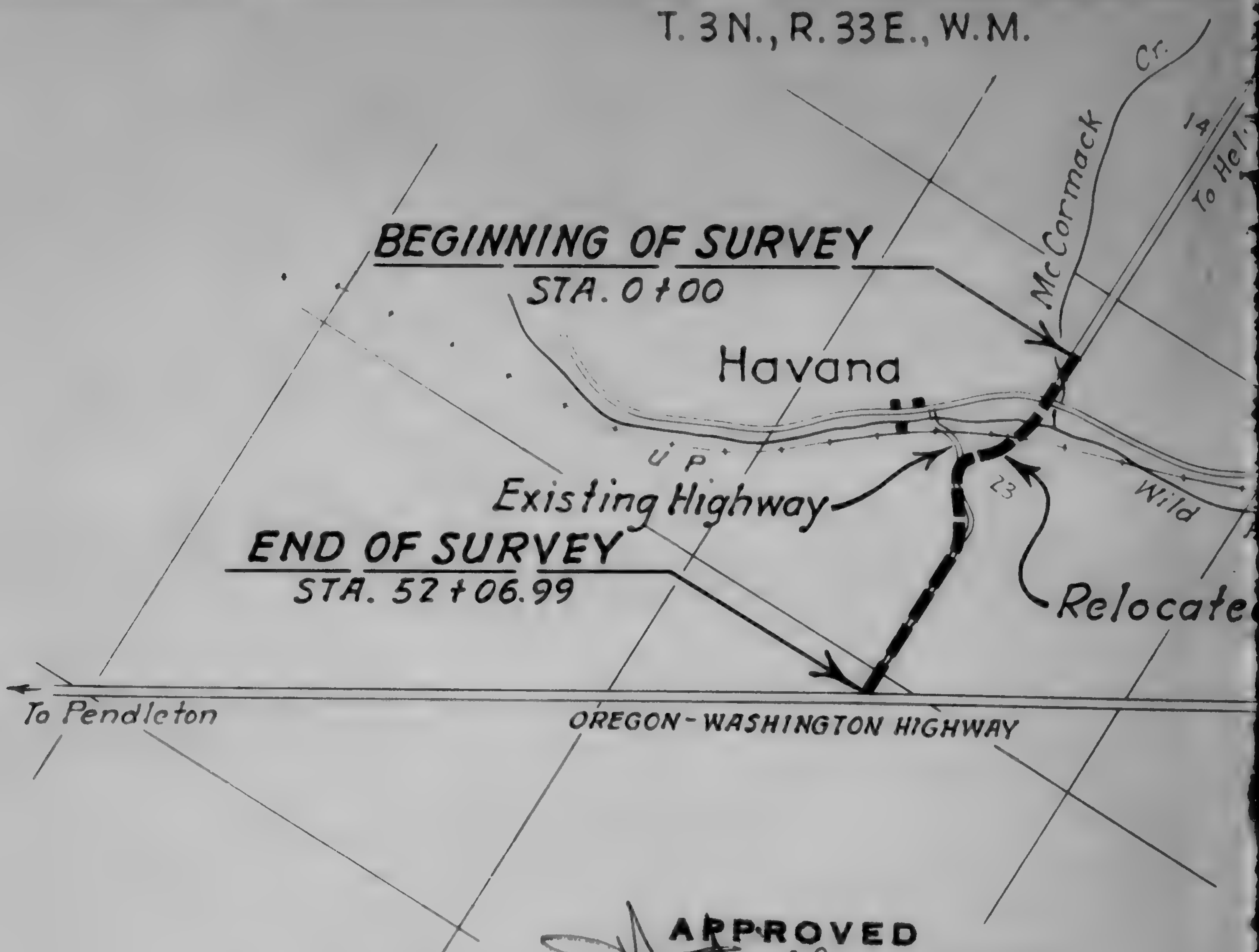
SECTION



OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

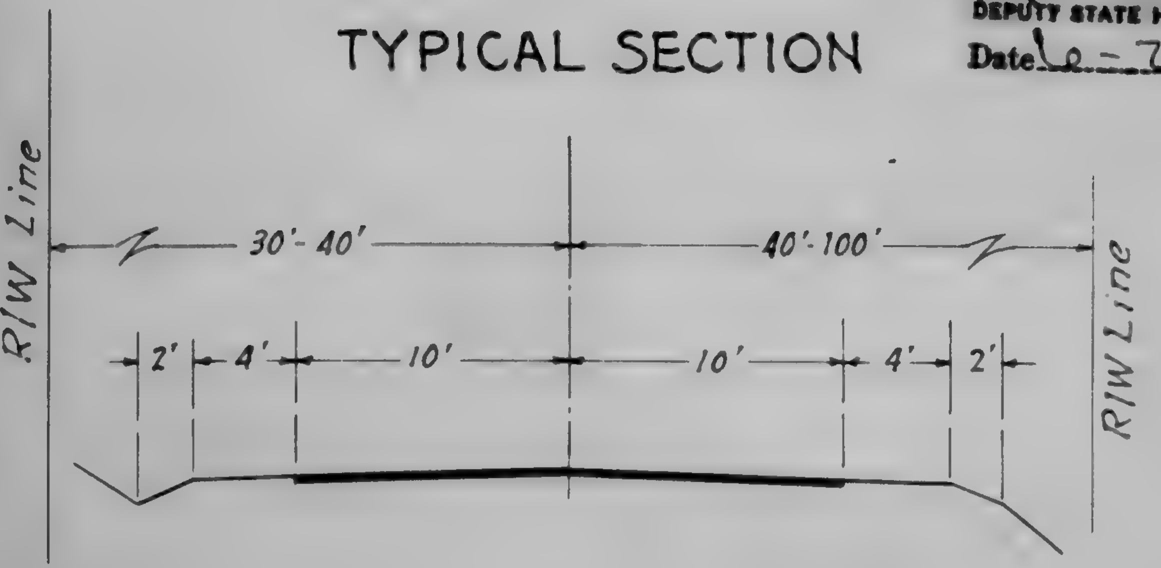
HAVANA SECTION

HAVANA-HELIX HIGHWAY
UMATILLA COUNTY
Scale: 1" = 2000'   June, 1955



APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 6-24-55

TYPICAL SECTION



OREGON STAT
Survey
HAVA
HAVAN
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Scale: 1"=2

RECEIVED
JUN [illegible] 1955
FOR FILING

FORM 530—50M—10 54—7948
Const
R/W
Havana-Helix Sec.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

W. C. WILLIAMS

Dear Sir:

Herewith seven copies of a sketch map for use in securing Commission approval of the Havana Section of the Havana-Helix Secondary Highway.

This is a 1957 federal aid secondary project scheduled for September letting, and $75,000 has been allocated.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

RECEIVED
JUN 27 1955
FOR FILING

FORM 530—50M—10-54—7948
Coast
R/W
Havana-Helix Sec.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

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Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

IN-FI 67(5) Olds Ferry-Ontario Sec., 1955
Old Oregon Trail Hwy.
#4543

RECEIVED
OCT 2 1957
FILING
4543

FORM 8-123 SOM REVISED 8-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 1, 1957

Mr. Anthony Yturri
Attorney at Law
Yturri-Caldwell Building
Ontario, Oregon

Re: State of Oregon
vs.

Merton H. Thayer, et al.
Our File: L-2320 R-22165
Case No.: 7541 L

C. H. Thayer, et al.
Our File: L-2318 R-22155
Case No.: 7539

Wendell G. Thayer, et al.
Our File: L-2316 R-22167
Case No: 7537L

Glen E. Thayer, et al.
Our File: L-2314 R-22168
Case No.: 7535 L

Olds Ferry-Ontario Section
Old Oregon Trail Highway

Dear Mr. Yturri:

I have this day forwarded to the county clerk a check in the sum of $10,850.00 and have likewise forwarded to Judge Biggs our motion, stipulation, and proposed final judgment order in said case. I am enclosing herewith a certified copy of the motion, your copy of the stipulation, and the proposed final judgment order. I mentioned to Judge Biggs that if the proposed final judgment order did not meet with your approval, you would contact him immediately for any changes. In the event that this happens, I would appreciate it if you would call me collect so that the discrepancies, if any, can be speedily eliminated.

With respect to the Wendell G. Thayer (C. H. Thayer) release, I am enclosing herewith a State of Oregon check, No. H192767, in the sum of $1,100.00. We would appreciate it if you would have one of the payees sign the attached check receipt and return the same to me.

With respect to the Merton H. Thayer case (C. H. Thayer), I am enclosing the permit, which was signed and executed by the Commission, granting Mr. and Mrs. C. H. Thayer the right to have their livestock cross the property described in said permit.

Yesterday I was informed by our Title Section that they had received a notice from the Land Title Insurance Company in Ontario that Mr. and Mrs. Thayer had placed a mortgage against the property formerly owned by Morton H. Thayer. In order to get a clear title report, it will, therefore, be necessary for us to obtain a partial release of that mortgage in so far as it effects the two parcels which we purchased. I am, therefore, enclosing herewith an original partial release of mortgage along with a copy of the release and a copy of the warranty deed which Mr. and Mrs. Thayer had previously forwarded to us. As soon as you can obtain the partial release from the insurance company and return it to us, we will order our title policy and send you the Thayer's check in the sum of $10,500.00.

I am also enclosing and returning to you the original deed, which you had previously forwarded to us, between Letha E. Thayer and C. H. Thayer and Hazel Thayer.

As soon as the payment has been made to you,we will move the Court for an order dismissing the case. About the only other matter still hanging fire is Mr. C. H. Thayer's claim for a new tractor tire. I still have not been able to locate your letter concerning the same and would, therefore, appreciate it if you would write in a separate letter the facts surrounding the claim,including dates, so that it can be properly presented to the Commission.

Thank you for your assistance and cooperation in this matter and I honestly believe that little by little we are winding these matters up.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCM:pg
Enc.
cc: Mr. Forrest Cooper
Mr. Leonard I. Lindas
Mr. Earl F. Saling

RECEIVED
OCT 2 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X

Mr. Cooper

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN, LA GRANDE
M. K. MCIVER, MEMBER, PORTLAND
ROBERT B. CHESSMAN, MEMBER, ASTORIA
H. B. GLAISYER, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP - 1957
FOR FILING

4

September 3, 1957

Mr. Anthony Yturri
Attorney at Law
Yturri-Caldwell Building
Ontario, Oregon

Re: Material Stockpile on
C. H. Thayer Property
Contract No. 4543

Dear Mr. Yturri:

In compliance with your recent telephone call, I checked to determine whether Contract No. 4543, covering the Olds Ferry-Ontario Section had been completed. I have been informed that this contract has been completed and accepted by the State.

I have also checked to determine whether or not the State has any interest in any road-building materials which may still be stockpiled on the C. H. Thayer property and have likewise been informed that the State has no interest in any material that might still be stockpiled there.

I trust that this fully answers your request.

Yours very truly,

FRANK C. McKINNEY
Chief, Office Section

FCM:bh

cc Mr. Forrest Cooper
Mr. Leonard I. Lindas
Mr. H. B. Glaisyer

FORREST COOPER

RECEIVED
SEP 4 - 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 1957
FOR FILING

N[illegible]
W. C. [illegible]LIAMS

August 2, 1957

Olds Ferry-Ontario Section
Contract No. 4543

Old Oregon Trail Highway
Prefix: 23-1063

FINAL COST ANALYSIS

Grading and Paving
Rogers Construction Company, Contractors
L. C. Johnson, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$10,000	$	$ 2,543.49	$ 10,000.00
Drainage Exc., Unclass.	527.37	Cu. Yd.	3.00	2.60	1,372.73	1,582.11
Gen. Exc., Unclass.	163,396.2	Cu. Yd.	0.20	0.40	66,647.64	32,679.24
Short Overhaul	218,024.60	Yd. Sta.	0.005	0.01	2,221.95	1,090.12
Long Overhaul	2,597.72	C-yd. Sta.	0.25	0.50	1,321.21	649.43
Finish R/B & Slopes	100%	All	400.00	815.66	815.66	400.00
Rounding Cutbanks	1,800	Lin. Ft.	0.10	0.18	328.62	180.00
18" Corr. Metal Pipe	342	Lin. Ft.	3.50	2.78	952.64	1,197.00
36" Corr. Metal Pipe	428	Lin. Ft.	10.75	9.35	4,001.81	4,601.00
Concrete in Island	6.18	Cu. Yd.	50.00	50.00	309.00	309.00
Loose Riprap	4,030.4	Cu. Yd.	2.00	3.35	13,498.48	8,060.80
Sand in Sand Blanket	49,004	Cu. Yd.	0.70	0.30	14,884.04	34,302.80
Hauling Sand	126,381	Yd. Mi.	0.07	0.24	30,732.46	8,846.67
Coarse Cr. Mat'l In Base	404,002	Cu. Yd.	1.10	1.21	488,396.62	444,402.20
**3/4"-0 Mat'l in Base	47,455	Cu. Yd.	1.10	1.21	57,638.98	52,200.50
**Sprinkling	27,376.64	M-Gal.	3.00	3.81	104,170.94	82,129.92
*Preparation of Base	18.85	Mile	50.00	100.00	1,885.00	942.50
**3/4"-0 Mat'l in Binder Crs.	5,814	Cu. Yd.	2.00	2.17	12,619.55	11,628.00
*MC-2 Asphalt in Binder Course	681.93	Ton	45.00	45.00	30,686.85	30,686.85
**Class "B" Asph. Conc.	89,510.41	Ton	4.40	4.71	421,275.02	393,845.80
*RS-1 Asphalt	66.44	Ton	46.00	46.00	3,056.24	3,056.24
**Furn. & Place Agg.	1,040	Cu. Yd.	2.40	2.17	2,257.37	2,496.00
*150-200 Asphalt	90.91	Ton	43.00	43.00	3,909.13	3,909.13
PA #1 Install 72" CMP	100	Lin. Ft.	5.00	2.69	269.09	500.00
PA #1 Salv. & Relay 48"CMP	92	Lin. Ft.	4.00	2.26	207.92	368.00

Contract No. 4543

FINAL COST ANALYSIS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #1 Drainage Exc.	343.38	Cu. Yd.	$ 3.00	$ 2.60	$ 893.80	$ 1,030.14
PA #3 Spec. Borrow Exc.	15,579.2	Cu. Yd.	0.20	0.40	6,354.60	3,115.84
PA #3 Short Overhaul	28,514.55	Yd. Sta.	0.005	0.01	290.60	142.57
PA #3 Long Overhaul	.74	C-yd. Sta.	0.25	0.50	.38	.19
PA #4 Furn. & Install 12"CMP	98	Lin. Ft.	2.30	2.20	215.16	225.40
PA #4 Furn. & Install 6" Metal Pipe	410	Lin. Ft.	1.12	1.00	409.02	459.20
*PA #5 Purchase Excess 86-100 Asphalt	36.1594	Ton	22.46	22.46	812.14	812.14
PA #6 ¼"-#10 Cr. Rock in Stockpile	132.29	Cu. Yd.	2.00	0.82	108.55	264.58
PA #6 ½"-¼" Cr. Rock in Stockpile	120.5	Cu. Yd.	2.00	0.82	98.88	241.00
PA #6 ¼"-0 Cr. Rock in S.P.	1,697.59	Cu. Yd.	1.90	0.82	1,392.95	3,225.42
PA #6 3/4"-0 Cr. Rock in Stockpile	1,633.7	Cu. Yd.	0.70	0.82	1,340.52	1,143.59
PA #7 Extra Allowance for Price Increase 36" CMP and Bands	100%	All	364.08	364.08	364.08	364.08
Force Account (Flagging)					2,014.67	2,316.87
Force Account (Other Work)					14,650.59	16,745.62
					$1,295,182.20	$1,160,719.87

* Babler Bros.
** Rogers and Babler.

	Gross Revenue	Total Cost	Loss	% Loss
Rogers	$ 746,207.14	$ 880,669.47	$134,462.33	18.02
Babler	414,512.73	414,512.73		
	$1,160,719.87	$1,295,182.20	$134,462.33	11.58

DETAIL OF COSTS

Labor:

Labor	$ 286,696.52	
Labor Insurance	12,761.43	
Health and Welfare	8,984.03	
		$ 308,441.98

Materials:

18" CMP	342	Feet	At	$ 2.27	$ 776.34	
18" Bands	17	Each	"	2.27	38.59	
36" CMP	270	Feet	"	8.53	2,303.10	
36" Bands	11	Each	"	8.53	93.83	
36" CMP	158	Each	"	10.75	1,698.50	
36" Bands	6	Each	"	10.75	64.50	
12" CMP	98	Feet	"	1.99	195.02	
12" Bands	4	Each	"	1.99	7.96	
6" Metal Pipe	410	Feet	"	0.83	340.30	
6" Bands	20	Each	"	1.02	20.40	
						$ 5,538.54

Equipment Rentals and Misc. Supplies:

Equipment Rental (Owned)	$ 367,053.96	
Equipment Rental (Hired)	83,180.11	
Gas, Oil, and Grease	72,163.15	
Freight and Cartage	10,063.86	
P.L. and P.D. Insurance	5,684.31	
Bond	3,290.64	
Small Tools and Misc. Supplies	16,638.84	
Home Office and General Overhead	8,614.08	
		$ 566,688.95

	$ 880,669.47
Purchase Order Babler Bros., Inc.	414,512.73
TOTAL COST	$1,295,182.20

Contract No. 4543

BREAKDOWN OF CRUSHING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Strip Pits	533,788.37	Cu.Yd.	$ 6,576.71	$0.012
Feed Crusher	"	" "	136,057.74	0.255
Crushing	"	" "	260,555.37	0.488
Stockpile	"	" "	34,807.59	0.065
	533,788.37	Cu.yd.	$437,997.41	$0.820 **Average Cost Per Cu. Yd.**

Remarks:

This was a "Federal Aid Interstate Project" calling for the construction of 0.67 mile of main highway roadbed, 7.95 miles of sand blanket, 450,000 cubic yards of crushed material in stone base and shoulder and 89,510 tons of asphaltic concrete on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County. The project was bid September 22, 1955 and awarded October 24, 1955. Work started November 3, 1955 and was completed October 3, 1956. Post Final was received on July 9, 1957.

The contractor moved in his equipment and started building a haul road to the sand pit October 31, 1955 and started hauling sand blanket November 3rd, using four to six 18-yard Euclid tractors and scrapers, one D-8 cat and dozer as a push cat, one to three #12 blades and one rubber tired roller working two 8-hour shifts per day most of November. Inclement weather at that time of year slowed down operation so the contractor shut down hauling the rest of the sand blanket until the next spring at which time the remainder was placed. The contractor shows a large loss on haul of the sand blanket due to large equipment being used with a high rental and the low production received when they tried to operate on the soft grade.

The contractor moved in one of his crushers and set up at Station 1100 to crush out part of his base rock and asphalt paving aggregates. This was a State-controlled gravel deposit. The crushing and hauling of base rock started November 28, 1955, but was soon shut down as the grade was too soft. The contractor then changed this plant over to crush paving aggregate. The contractor set up another crushing plant in a private gravel source opposite Station 900 with a haul road coming into the highway approximately Station 809, making about a two-mile haul without pay. This source of gravel was very sandy, causing a heavy run of rejects, making it hard to keep the grading of the material within the specifications. A considerable amount of stripping was necessary due to a heavy overburden on the large area that had to be cleared to get sufficient material to crush. Two D-8 cats and dozers and two 18-yard Euclid tractors and scrapers were used to do the stripping and hauling and feeding the crusher on the long haul and at times three to four scraper units were used. This plant did not produce but very little material during the winter due to the soft condition of the grade. The crusher at Station 1100 worked most of the winter months crushing paving aggregates, working two and three shifts per day. The crushing of base rock at Station 900 got underway again on March 14, 1956, with the hauling rigs hauling direct from the plant, 10 to 25 hauling units being used with capacities from 12 to 20 yards. Some time was lost on hauling and placing of the base rock on the north end as the sand blanket placed in the fall retained the moisture and had to be bladed aside to allow the subgrade to dry. The crusher at Station 1100, after completing the asphalt aggregate and base rock and 3/4"-0 in base on the south end, moved to Station 930 which was also a State-controlled gravel deposit. This deposit also was very fine causing a heavy run of rejects. From this site the rest of the 3/4"-0 and oiling aggregates was produced. The contractor shows a loss on his crushing due to a low bid price.

The grading on the Olds Ferry Interchange got underway on a small scale December 19, 1955 with one D-8 and dozer and one #12 blade pioneering cuts so the other equipment could start working. During the week of January 7th, other equipment moved into work which included three D-8 cats and dozers, five 18-yard Euclid tractors and scrapers and one blade working two 8-hour shifts. Work was slowed down somewhat by inclement weather during January and February. The grading was completed during the week of April 20th, 1956. One blade was kept on the detour road

Remarks, Continued:

with a small water truck so the traffic could get through without any trouble. A loss is shown on this item due to the inclement weather and a low bid price.

The asphaltic concrete and other work connected with the oiling was done by Babler Bros. and Russell Olsen Construction Company, with Rogers furnishing the aggregates and part of the equipment. Babler Bros. did the paving for $4.05 per ton and Rogers furnished the aggregate for $0.35 per ton.

The contract, though having good equipment and supervision, suffered a large loss on this contract due to low bid prices and trying to operate during the winter months.

M. N. Juve
Chief Cost Analyst

By

C. E. Layton

RECEIVED
AUG 1 1957
FOR [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 30, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4543 4543	13A Post-Final	Rogers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16982	H-137367	$ [illegible].82	7/30/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: None

Completion Date: Oct. 3, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: July 31, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1957

Ruth Rawlings

RECEIVED
JUL 23 1957

FOR FILING

IN-II 67(5)

4543

July 22, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

You are hereby notified that a post-final payment will be made to Rogers Construction Company on Contract No. 4543, for grading and paving on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,160,719.87, including the post-final payment of $5,741.82. Of the total, $19,062.49 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 13 1957

FORM E-30X—37,500—2-57—1477

4543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 12th, 1957

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

I return herewith the bill submitted by the Rogers Construction Company for aeration of the sand blanket on the Olds Ferry-Ontario job. A great many meetings and discussions have taken place in regard to this bill. Out of these meetings the following basic facts have developed:

1. Placing of the sand blanket was specified in the contract.

2. While everyone denies ordering the material in place in the fall of 1955, nevertheless tacit approval was given for such procedure since no order was issued preventing such operation.

3. The correspondence indicates that the contractor was given his choice in the spring of 1956 of (1) aerating the blanket to prevent drying of the subgrade, or (2) waiting until the subgrade was dry.

4. The contractor elected to aerate the blanket and proceed with the work. He brings up the pertinent point that had he waited, it might well have been possible that the subgrade would not have dried out until July or August, if at all.

5. Inasmuch as the work has been done and benefit accrued to the State due to earlier opening of the road, it appears that the claim should be paid.

6. In discussion of the claim with Mr. Rogers tentative agreement was reached with regard to supervision on the basis that approximately $100 of foreman time only would be equitable.

Please reduce the labor to approximately that amount, add the regular percentages for taxes, insurance, profit etc. and approve the bill, forwarding it with a properly executed Order for Extra Work.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper
Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

NOTED
FORREST COOPER

RECEIVED
JUL [illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR - 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 29, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4543	13-Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6760	H-177198	$ 40,265.58	3/29/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1956

Time Extensions: None

Completion Date: Oct. 3, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-29-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: APR 1 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 18 1957
FOR FILING

1543

March 18, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4543 for work performed on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County was completed by the contractor, Rogers Construction Company, on October 3, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $40,555.89 will be released to the contractor on or after March 28, 1957. The total contract amount is $1,155,270.36, of which amount $13,320.67 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

FORM E-123 20M REVISED 6-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. Mc IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 1[illegible]
FOR FILE
IN-EI-62(5)

4543

January 15th, 1957

Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Gentlemen:

I am in receipt of your claim in the amount of $6,660.81 for inclusion of the sand blanket on the Olds Ferry-Ontario Section, Contract #4543. It has been explained to me that:

1. This blanket was placed at your option in the fall of 1955.

2. The subgrade did not dry rapidly in the spring of 1956.

3. You were given the option of either waiting until the subgrade did dry or of aerating the sand blanket to aid drying.

4. You chose the option of aerating the blanket.

If these facts as explained to me are correct, I can find no basis for approval of the bill.

Very truly yours,

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper ✓

NOTED
FORREST COOPER

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JAN 1[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 16 1956
FOR FILING

IA FFG 7 (5)

4543

November 16, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Co. in connection with contract No. 4541, covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County. This payment in the amount of $51,419.15 will be released to the contractor on or after November 26, 1956. The retained percentage is $34,475.70.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—[illegible]—1-50

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IN-FI-[illegible](5)

OR ON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 1956

Section Olds Ferry-Ontario

Kind of work Granding and Paving

Highway Old Oregon Trail

Section prefix 23-1063

Contractor Rogers Construction Co.

Contract number 4543

Date of contract October 24, 1955

Date of completion November 30, 1956

Date work started November 3, 1955

Estimated date of completion October 3, 1956

Project authorization $1,277,513.44

Exclusive of Engineering $1,136,668.40

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $1,130,168.04

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on total contract price 92 %

Engineering authorization $90,845.40

Engineering cost to date $87,000, 96 %

Date project was completed October 3, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work proceeding in office on Semi-Final. However, we still have to have a price set on Excess aggregate including seal rock. There is a bill for additional pipe still pending and the Contractor has not returned data for PR 47.

Noted
M. N. Juve

NOTED
L. H. Young

NOTED

NOTED
D. J. BARBEE

NOTED
C. E. PAULSEN

363 of 403 days

Signed L. C. Johnson

Address Box 402, Ontario, Oregon

RECEIVED
OCT 22 1956
OFFICE OF
CONSTRUCTION ENG

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 3073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.67	18.8	7.95	18.8	18.8
Miles partially completed					
Miles completed	0.67	18.8	7.95	18.8	18.8
Total estimated quantities (contract)	184,000	435,700	49,600	8700 C.Y. 1620 tons	92,500 tons
Total quantities corrected to date	178,550	451,455	49,004	8700 C.Y. 750 tons	89,504 ton
Estimated quantities moved or placed to date	178,550	451,455	49,004	8700 C.Y. 750 tons	89,504 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Pt. Cldy		
Thursday	Rain		
Friday	Clear		
Saturday	Pt. Cldy		

RECEIVED
OCT 9 1956
FOR FILING
I-FI-67(5)
[illegible]

October 8, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 3, 1956, on Contract No. 4543, Olds Ferry-Ontario Section, in Malheur County, in connection with Federal Aid Project No. I-FI-67(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWP:hb

cc: John Cattrall

RECEIVED
OCT 4 1956
FOR FILING

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4543

Salem, Oregon
October 4, 1956

Order for State Force
Work - Contract No. 4543

Mr. Tom Edwards
Construction Engineer

I am signing the Order for State Force Work on Contract No. 4543, Olds Ferry-Ontario Section, in the amount of $10,140, for completion of the roadway at bridge approaches on the Olds Ferry end.

I wish you would investigate this matter as to why such a large amount of money is needed to complete this work and take what action is indicated.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Enclosure

A

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SEP 10 1956
FOR FILING

IN-II-67 (5)

4543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 7, 1956

SUBJECT: File No. R-22170
Idaho Power Co. Transmission Towers
Olds Ferry-Ontario Section
Old Oregon Trail Highway
Contract No. 4543

To: Mr. Tom Edwards
Construction Engineer
Office

Herewith I hand you for further handling letter from Idaho Power Company, Boise, Idaho, dated August 29, transmitting billing in the amount of $4,338.25 for the cost of raising and relocating transmission structures in connection with the Olds Ferry interchange between the old and the new highway.

On February 15, 1956, a letter was addressed to the Idaho Power Company at Payette, Idaho, requesting that the work be done and advising that the State would make reimbursement to the extent of a reasonable and proper cost thereof. A copy of this letter should be in your Construction Office Files. You will note that that communication is based upon an estimated cost of $2,959.00 as given in a letter from Mr. W. D. Arms, dated January 6, 1956, while the present billing is $4,338.25.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Idaho Power Company
Boise, Idaho
Mr. Forrest Cooper ✓
Mr. A. F. Parson

NOTED
FORREST COOPER

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SEP 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

4543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1956

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail
Contract 4543

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

It is planned to open the subject-named job on or about September 22. In order to do this it will be necessary to provide for some temporary traffic movements in the Olds Ferry Interchange due to the fact that the structure is not complete. Enclosed are two copies of a plan worked up by Traffic which appears to be adequate.

Will you please take the necessary steps for the field work necessary to make the plan workable. The principal thing needed is construction of a small amount of pavement between the two legs at Station 192. Difference in elevation of grades might not make it practical to extend this pavement as far ahead as shown. It is Mr. Williams' instructions that this area be well bracketed with signs to warn the traveling public to slow down in this so-called construction area until such time as it is possible to open the interchange to all movements.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

NOTED
FORREST COOPER

LHY:ep
Encls.
cc - Forrest Cooper
W. O. Widdows

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[illegible] 1956
OFFICE OF
[illegible] ENGINEER

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FOR FILING
FORM E-30X—50M—11-55—[illegible]

[illegible]

45[illegible]

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[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 16, 1956
Salem, Oregon

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Highway
Contract No. 4543

To:

~~Mr. A. F. Parson~~
~~Division Engineer~~
~~State Highway Department~~
~~La Grande, Oregon~~

Reference is made to Laboratory Tests No. 398019 and 398022, dated August 13, 1956 showing an excess of fines as follows:

(a) 1¼"-3/4" 14.1 excess passing the 3/4" screen.

(b) ¼"-#10 2.6 excess passing the #10 sieve.

Also, only 77.3 percent of crushed material was shown on the 1¼"-3/4" crushed gravel.

It is suggested that plant screening would have shown the unsuitability of the 1¼"-3/4" crushed gravel, as well as the lack of fractured material.

Will you please instruct the resident engineer to have the contractor so adjust his pit and plant operations that the crushed aggregate being produced is free of the excess fines.

Also, will you please instruct the resident engineer to so mark his samples of improved aggregate submitted to the laboratory that it is clear they represent corrected material.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY-WCH:jc
cc Forrest Cooper ✓
Ray Webber

NOTED
[illegible]

4543

CPRB-2144

Form PR 2 (Revised 1950)

RECEIVED
AUG 31 1956
FOR FILING
IN-FI-67(5)
4543

State OREGON

Project No. IN-FI-67(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of August, 1955, a program, which was approved on the 7th day of September, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of nine hundred ninety four thousand, and 00/100 dollars ($994,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 180+15.93 and 1183+45, northwest of Ontario,

, length 18.915 miles, in Malheur County,

being Oregon project No. IN-FI-67(5), consisting of 18.859 miles of

roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.056 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

(b) It is agreed that the Highway Department will not add nor permit the addition of any points of access to or exit from the project in addition to those approved in the plans, without the prior approval of the Secretary, and it is further agreed that the Highway Department will not permit automotive service stations or other commercial establishments to be constructed or located on the right of way, except that the State or a political subdivision may use the air space above and below the established grade line of the highway pavement for the parking of motor vehicles provided such use does not interfere in any way with the free flow of traffic on the Interstate System.

16—11379-1

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of nine hundred ninety four thousand, and 00/100 dollars ($994,000.00), which does not exceed the authorized Federal pro rata share of one million, four hundred sixty seven thousand, five hundred ninety five and 14/10 dollars ($1,467,595.14), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________
Chairman, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
Member, State Highway Commission
(Title of officer)

By ____________
(Title of officer)

By ____________
(Title of officer)

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By ____________
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid Project
No. IN-FI-67(5)

OLDS FERRY-ONTARIO SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prises.)

Salem, Oregon, June 13, 1956

Type Code 6201
2-lane Roadway (Sta. 519+00 to Sta. 580+00)(Sta. 779+00 to Sta. 823+50)
(Sta. 929+50 to Sta. 1009+00)(Sta. 1028+00 to Sta. 1183+45)(Cont. No. 4543)

12,900 cu. yds.	Sand in Sand Blanket	$ 0.70	$ 9,030.00
19,500 yd. mi.	Hauling Sand	0.07	1,365.00
114,700 cu. yds.	Coarse Crushed Material in Base	1.10	126,170.00
15,700 cu. yds.	3/4" - 0 Material in Base	1.10	17,270.00
3,300 M-gal.	Sprinkling	3.00	9,900.00
6.35 miles	Preparation of Base	50.00	317.50
1,480 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,960.00
230 tons	MC-2 Asphalt in Binder Course	45.00	10,350.00
20,300 tons	Class "B" Asphaltic Concrete	4.40	89,320.00
90 tons	RS-1 Asphalt	46.00	4,140.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregate in Pavement Seal	2.50	1,250.00
1,070 cu. yds.	Furnishing and Placing Aggregates	2.40	2,568.00
70 tons	150-200 Asphalt	43.00	3,010.00
			$282,250.50

Guard Rail and Snow Fence (Contract No. 4721)

11,250 lin. ft.	Metal Guard Rail	$ 2.19	$ 24,637.50
230 only	Metal Sight Posts	2.40	552.00
			$ 25,189.50
	Subtotal		$307,440.00
	10% Engr. & Cont.		30,744.00
			$338,184.00

Length of Roadway	6.357 miles
Length of 3 Structures	0.034 mile
Length of 1 Structure	0.057 mile (Exception)
Total Length	6.448 miles
Cost of Roadway per mile	$53,193.01

Type Code 6201
3-lane Roadway (Sta. 218+00 to Sta. 367+00)(Sta. 449+00 to Sta. 519+00)
(Sta. 580 to Sta. 660+00)(Sta. 677+00 to Sta. 779+00)
(Sta. 823+50 to Sta. 841+50)(Sta. 855+50 to Sta. 929+50)(Cont. No. 4543)

24,300 cu. yds.	Sand in Sand Blanket	$ 0.70	$ 17,010.00
61,600 yd. mi.	Hauling Sand	0.07	4,312.00
178,500 cu. yds.	Coarse Crushed Material in Base	1.10	196,350.00

25,600 cu. yds.	3/4" - 0 Material in Base	$ 1.10	$ 28,160.00
5,100 M-gal.	Sprinkling	3.00	15,300.00
9.34 miles	Preparation of Base	50.00	467.00
2,500 cu.yd.	3/4" - 0 Material in Binder Course	2.00	5,000.00
400 tons	MC-2 Asphalt in Binder Course	45.00	18,000.00
49,000 tons	Class "B" Asphaltic Concrete	4.40	215,600.00
110 tons	RS-1 Asphalt	46.00	5,060.00
220 tons	RS-2 Asphalt in Pavement Seal	46.00	10,120.00
1,000 cu. yds.	Aggregates in Pavement Seal	2.50	2,500.00
			$517,879.00

Guard Rail and Snow Fence (Contract No. 4721)

20,600 lin. ft.	Metal Guard Rail	$ 2.19	$ 45,114.00
340 only	Metal Sight Posts	2.40	816.00
5,700 lin. ft.	4-Rail Metal Snow Fence	3.25	18,525.00
			$ 64,455.00
	Subtotal		$582,334.00
	10% Engr. & Cont.		58,233.40
	Total		$640,567.40

Length of Roadway 9.341 mile
Cost of Roadway per mile $68,575.89

Type Code 6201
4-lane Roadway (Sta. 180+15.93 to Sta. 218+00)(Sta. 367+00 to Sta. 449+00)(Sta. 660+00 to Sta. 677+00)(Sta. 841+50 to Sta. 855+50)(Sta. 1009+00 to Sta. 1028+00)(Contract No. 4543)

All Required	Clearing and Grubbing		$ 10,000.00
130 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	390.00
184,000 cu. yds.	General Excavation, Unclassified	0.20	36,800.00
534,000 yd. sta.	Short Overhaul	0.005	2,670.00
6,400 C-yd. sta.	Long Overhaul	0.25	1,600.00
All Required	Finishing Roadbed and Slopes		400.00
2,000 lin. ft.	Rounding Cutbanks	0.10	200.00
440 lin. ft.	18-inch Corrugated Metal Pipe	3.50	1,540.00
270 lin. ft.	36-inch Corrugated Metal Pipe	10.75	2,902.50
10 cu. yds.	Concrete in Islands	50.00	500.00
4,000 cu. yds.	Loose Riprap	2.00	8,000.00
12,400 cu. yds.	Sand in Sand Blanket	0.70	8,680.00
33,900 yd. mi.	Hauling Sand	0.07	2,373.00
88,600 cu.yds.	Coarse Crushed Material in Base	1.10	97,460.00
12,600 cu. yds.	3/4" - C Material in Base	1.10	13,860.00
2,500 M-gal.	Sprinkling	3.00	7,500.00
3.21 miles	Preparation of Base	50.00	160.50
1,220 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,440.00
210 tons	MC-2 Asphalt in Binder Course	45.00	9,450.00
23,200 tons	Class "B" Asphaltic Concrete	4.40	102,080.00
60 tons	RS-1 Asphalt	46.00	2,760.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregates in Pavement Seal	2.50	1,250.00
430 cu. yds.	Furnishing and Placing Aggregates	2.40	1,032.00
30 tons	150-200 Asphalt	43.00	1,290.00
			$319,938.00

Guard Rail and Snow Fence (Contract No. 4721)

15,300 lin. ft.	Metal Guard Rail	$ 2.19	$ 33,507.00
110 only	Metal Sight Posts	2.40	264.00
600 lin. ft.	4-Rail Metal Snow Fence	3.25	1,950.00
			$ 35,721.00
	Subtotal		$355,659.00
	10% Engr. & Cont.		35,565.90
	Total		$391,224.90

Length of Roadway 3.161 miles
Cost of Roadway per Mile $123,766.18

Type Code X221
Olds Ferry Overcrossing (Sta. 209+09.6 to Sta. 212+04.6)(Contract No. 4639)

532 cu. yds.	Structural Excavation	$ 2.95	$ 1,569.40
305 lin. ft.	Furnish Cast-in-Place Concrete Piling	5.20	1,586.00
10 only	Drive Steel Casings	100.00	1,000.00
860 cu. yds.	Class "A" Concrete	67.00	57,620.00
186,500 lbs.	Metal Reinforcement	0.135	25,177.50
All Required	Expansion Plates		1,525.00
82 lin. ft.	8-inch Metal Drain Pipe	3.25	266.50
	Subtotal		$ 88,744.40
	10% Engr. & Cont.		8,874.44
			$ 97,618.84

Length of Structure 0.056 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$ 338,184.00	$229,052.00	$109,132.00
3-lane Roadway	640,567.40	433,855.00	206,712.40
4-lane Roadway	391,224.90	264,976.00	126,248.90
Structure	97,618.84	66,117.00	31,501.84
	$1,467,595.14	$994,000.00	$473,595.14

Class of Funds	Total Cost	Federal Funds
Interstate Funds	$1,232,074.25	$850,000.00
Primary Funds	235,520.89	144,000.00
	$1,467,595.14	$994,000.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws1939.
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. IN-FI-67(5)

OLDS FERRY-ONTARIO SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code 6201
2-lane Roadway (Sta. 519+00 to Sta. 580+00)(Sta. 779+00 to Sta. 823+50)
(Sta. 929+50 to Sta. 1009+00)(Sta. 1028+00 to Sta. 1183+45)

12,900 cu. yds.	Sand in Sand Blanket	$ 0.60	$ 7,740.00
19,500 yd. mi.	Hauling Sand	0.15	2,925.00
114,700 cu. yds.	Coarse Crushed Material in Base	1.65	189,255.00
15,700 cu. yds.	3/4" - 0 Material in Base	1.85	29,045.00
3,300 M-gal.	Sprinkling	3.00	9,900.00
6.35 miles	Preparation of Base	200.00	1,270.00
1,480 cu. yds.	3/4" - 0 Material in Binder Course	3.35	4,958.00
230 tons	MC-2 Asphalt in Binder Course	44.00	10,120.00
20,300 tons	Class "B" Asphaltic Concrete	4.75	96,425.00
90 tons	RS-1 Asphalt	46.00	4,140.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregate in Pavement Seal	3.75	1,875.00
1,070 cu. yds.	Furnishing & Placing Aggregates	4.00	4,280.00
70 tons	150-200 Asphalt	42.00	2,940.00
	Subtotal		$369,473.00
	10% Engr. & Cont		36,947.30
	Total		$406,420.30

Length of Roadway	6.357 miles
Length of 3 Structures	0.034 mile
Length of 1 Structure	0.057 mile (Exception)
Total Length	6.448 miles
Cost of Roadway per mile	$63,932.71

Type Code 6201
3-lane Roadway (Sta. 218+00 to Sta. 367+00)(Sta. 449+00 to Sta. 519+00)
(Sta. 580+00 to Sta. 660+00)(Sta. 677+00 to Sta. 779+00)
(Sta. 823+50 to Sta. 841+50)(Sta. 855+50 to Sta. 929+50)

24,300 cu. yds.	Sand in Sand Blanket	$ 0.60	$ 14,580.60
61,600 yd. mi.	Hauling Sand	0.15	9,240.00
178,500 cu. yds.	Coarse Crushed Material in Base	1.65	294,525.00
25,600 cu. yds.	3/4" - 0 Material in Base	1.85	47,360.00
5,100 M-gal.	Sprinkling	3.00	15,300.00
9.34 miles	Preparation of Base	200.00	1,868.00
2,500 cu. yds.	3/4" - 0 Material in Binder Course	3.35	8,375.00
400 tons	MC-2 Asphalt in Binder Course	44.00	17,600.00

49,000 tons	Class "B" Asphaltic Concrete	$ 4.75	$232,750.00
110 tons	RS-1 Asphalt	46.00	5,060.00
220 tons	RS-2 Asphalt in Pavement Seal	46.00	10,120.00
1,000 cu. yds.	Aggregates in Pavement Seal	3.75	3,750.00
		Subtotal	$660,528.00
		10% Engr. & Cont.	66,052.80
		Total	$726,580.80

Length of Roadway 9.341 miles
Cost of Roadway per mile $77,784.04

Type Code 6201
4-lane Roadway (Sta. 180+15.93 to Sta. 218+00)(Sta. 367+00 to Sta. 449+00)
(Sta. 660+00 to Sta. 677+00)(Sta. 841+50 to Sta. 855+50)
(Sta. 1009+00 to Sta. 1028+00)

All Required	Clearing and Grubbing	$	$ 1,000.00
130 cu. yds.	Drainage Excavation, Unclassified	2.75	357.50
184,000 cu. yds.	General Excavation, Unclassified	0.38	69,920.00
534,000 yd. sta.	Short Overhaul	0.01	5,340.00
6,400 C-yd. sta.	Long Overhaul	0.45	2,880.00
All Required	Finishing Roadbed and Slopes		750.00
2,000 lin. ft.	Rounding Cutbanks	0.15	300.00
440 lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,980.00
270 lin. ft.	36-inch Corrugated Metal Pipe	12.50	3,375.00
10 cu. yds.	Concrete in Islands	55.00	550.00
4,000 cu. yds.	Loose Riprap	1.85	7,400.00
12,400 cu. yds.	Sand in Sand Blanket	0.60	7,440.00
33,900 yd. mi.	Hauling Sand	0.15	5,085.00
88,600 cu. yds.	Coarse Crushed Material in Base	1.65	146,190.00
12,600 cu. yds.	3/4" - 0 Material in Base	1.85	23,310.00
2,500 M-gal.	Sprinkling	3.00	7,500.00
3.21 miles	Preparation of Base	200.00	642.00
1,220 cu. yds.	3/4" - 0 Material in Binder Course	3.35	4,087.00
210 tons	MC-2 Asphalt in Binder Course	44.00	9,240.00
23,200 tons	Class "B" Asphaltic Concrete	4.75	110,200.00
60 tons	RS-1 Asphalt	46.00	2,760.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregates in Pavement Seal	3.75	1,875.00
430 cu. yds.	Furnishing & Placing Aggregates	4.00	1,720.00
30 tons	150-200 Asphalt	42.00	1,260.00
		Subtotal	$419,761.50
		10% Engr. & Cont.	41,976.15
		Total	$461,737.65

Length of Roadway	3.196 miles
Length of 1 Structure	0.021 mile
Total Length	3.217 miles
Cost of Roadway per mile	$144,473.60

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-lane Roadway	$406,420.30	$274,474.00	$131,946.30
3-lane Roadway	726,580.50	490,693.00	235,887.50
4-lane Roadway	461,737.65	311,833.00	149,904.65
	$1,594,738.45	$1,077,000.00	$517,738.45

Class of Funds	Total Cost	Federal Funds	Length Miles
Interstate Funds	$1,259,738.45	$ 876,000.00	14.968
Primary Funds	335,000.00	201,000.00	4.038
	$1,594,738.45	$1,077,000.00	19.006

Oregon State Highway Department

Federal Aid Project
No. IN-FI-67(5)

OLDS FERRY-ONTARIO SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 15, 1956

Type Code 6201
2-lane Roadway (Sta. 519+00 to Sta. 580+00)(Sta. 779+00 to Sta. 823+50)(Sta. 929+50 to Sta. 1009+00)(Sta. 1028+00 to Sta. 1183+45)(Cont. No. 4543)

12,900 cu. yds.	Sand in Sand Blanket	$ 0.70	$ 9,030.00
19,500 yd. mi.	Hauling Sand	0.07	1,365.00
114,700 cu. yds.	Coarse Crushed Material in Base	1.10	126,170.00
15,700 cu. yds.	3/4" - 0 Material in Base	1.10	17,270.00
3,300 M-gal.	Sprinkling	3.00	9,900.00
6.35 miles	Preparation of Base	50.00	317.50
1,480 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,960.00
230 tons	MC-2 Asphalt in Binder Course	45.00	10,350.00
20,300 tons	Class "B" Asphaltic Concrete	4.40	89,320.00
90 tons	RS-1 Asphalt	46.00	4,140.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregate in Pavement Seal	2.50	1,250.00
1,070 cu. yds.	Furnishing and Placing Aggregates	2.40	2,568.00
70 tons	150-200 Asphalt	43.00	3,010.00
	Subtotal		$282,250.50
	10% Engr. & Cont.		28,225.05
			$310,475.55

Length of Roadway 6.357 miles
Length of 3 Structures 0.034 mile
Length of 1 Structure 0.057 mile (Exception)
Total Length 6.448 miles
Cost of Roadway per mile $48,839.94

Type Code 6201
3-lane Roadway (Sta. 218+00 to Sta. 367+00)(Sta. 449+00 to Sta. 519+00)(Sta. 580 to Sta. 660+00)(Sta. 677+00 to Sta. 779+00)(Sta. 823+50 to Sta. 841+50)(Sta. 855+50 to Sta. 929+50)(Contract No. 4543)

24,300 cu. yds.	Sand in Sand Blanket	$ 0.70	$ 17,010.00
61,600 yd. mi.	Hauling Sand	0.07	4,312.00
178,500 cu. yds.	Coarse Crushed Material in Base	1.10	196,350.00
25,600 cu. yds.	3/4" - 0 Material in Base	1.10	28,160.00
5,100 M-gal.	Sprinkling	3.00	15,300.00
9.34 miles	Preparation of Base	50.00	467.00
2,500 cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,000.00

400 tons	MC-2 Asphalt in Binder Course	$ 45.00	$ 18,000.00
49,000 tons	Class "B" Asphaltic Concrete	4.40	215,600.00
110 tons	RS-1 Asphalt	46.00	5,060.00
220 tons	RS-2 Asphalt in Pavement Seal	46.00	10,120.00
1,000 cu. yds.	Aggregates in Pavement Seal	2.50	2,500.00
	Subtotal		$517,879.00
	10% Engr. & Cont		51,787.90
			$569,666.90

Length of Roadway 9.341 miles
Cost of Roadway per mile $60,985.64

Type Code 6201
4-lane Roadway (Sta. 180+15.93 to Sta. 218+00)(Sta. 367+00 to Sta. 449+00)(Sta. 660+00 to Sta. 677+00)(Sta. 841+50 to Sta. 855+50)(Sta. 1009+00 to Sta. 1028+00)(Contract No. 4543)

All Required	Clearing and Grubbing		$ 10,000.00
130 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	390.00
184,000 cu. yds.	General Excavation, Unclassified	0.20	36,800.00
534,000 yd. sta.	Short Overhaul	0.005	2,670.00
6,400 C-yd. sta.	Long Overhaul	0.25	1,600.00
All Required	Finishing Roadbed and Slopes		400.00
2,000 lin. ft.	Rounding Cutbanks	0.10	200.00
440 lin. ft.	18-inch Corrugated Metal Pipe	3.50	1,540.00
270 lin. ft.	36-inch Corrugated Metal Pipe	10.75	2,902.50
10 cu. yds.	Concrete in Islands	50.00	500.00
4,000 cu. yds.	Loose Riprap	2.00	8,000.00
12,400 cu. yds.	Sand in Sand Blanket	0.70	8,680.00
33,900 yd. mi.	Hauling Sand	0.07	2,373.00
88,600 cu. yds.	Coarse Crushed Material in Base	1.10	97,460.00
12,600 cu. yds.	3/4" - 0 Material in Base	1.10	13,860.00
2,500 M-gal.	Sprinkling	3.00	7,500.00
3.21 miles	Preparation of Base	50.00	160.50
1,220 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,440.00
210 tons	MC-2 Asphalt in Binder Course	45.00	9,450.00
23,200 tons	Class "B" Asphaltic Concrete	4.40	102,080.00
60 tons	RS-1 Asphalt	46.00	2,760.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregates in Pavement Seal	2.50	1,250.00
430 cu. yds.	Furnishing and Placing Aggregates	2.40	1,032.00
30 tons	150-200 Asphalt	43.00	1,290.00
	Subtotal		$319,938.00
	10% Engr. & Cont.		31,993.80
	Total		$351,931.80

Length of Roadway 3.161 miles
Cost of Roadway per mile $111,335.59

Type Code X221
Olds Ferry Overcrossing (Sta. 209+09.6 to Sta. 212+04.6)

532 cu. yds.	Structural Excavation	$ 5.00	$ 2,660.00
305 lin. ft.	Furnish Cast-in-Place Concrete Piling	6.50	1,982.50

10 only	Drive Steel Casings	$80.00	$ 800.00
860 cu. yds.	Class "A" Concrete	70.00	60,200.00
186,500 lbs.	Metal Reinforcement	0.12	22,380.00
All Required	Expansion Plates		937.50
82 lin. ft.	8-inch Metal Drain Pipe	4.00	328.00
		Subtotal	$ 89,288.00
		10% Engr. & Cont.	8,928.80
		Total	$ 98,216.80

Length of Structure 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$310,475.55	$215,959.00	$ 94,516.55
3-Lane Roadway	569,666.90	396,246.00	173,420.90
4-Lane Roadway	351,931.80	244,795.00	107,136.80
Structure	98,216.80	59,000.00	39,216.80
	$1,330,291.05	$916,000.00	$414,291.05

Class of Funds	Total Cost	Federal Funds	Length	
Interstate Funds	$1,232,074.25	$857,000.00	18.950	69.557%
Primary Funds	98,216.80	59,000.00	0.056	60.093%
	$1,330,291.05	$916,000.00	19.006	

Oregon State Highway Department

Federal Aid
Project No. IN-FI-67(5)

OLD FERRY-ONTARIO SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 11, 1956

Type Code 6201
2 Lane Roadway (Sta. 519.00 to Sta. 580+00)(Sta. 779+00 to Sta. 823+50)
(Sta. 929+50 to Sta. 1009+00)(Sta. 1028+00 to Sta. 1183+45)
(Contract No. 1543)

12,900 cu. yds.	Sand in Sand Blanket	$0.70	$ 9,030.00
19,500 yd. mi.	Hauling Sand	0.07	1,365.00
114,700 cu. yds.	Coarse Crushed Material in Base	1.10	126,170.00
15,700 cu. yds.	3/4" - 0 Material in Base	1.10	17,270.00
3,300 M-gals.	Sprinkling	3.00	9,900.00
6.35 miles	Preparation of Base	50.00	317.50
1,480 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,960.00
230 tons	MC-2 Asphalt in Binder Course	45.00	10,350.00
20,300 tons	Class "B" Asphaltic Concrete	4.40	89,320.00
90 tons	RS-1 Asphalt	46.00	4,140.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregate in Pavement Seal	2.50	1,250.00
1,070 cu. yds.	Furnishing and Placing Aggregates	2.40	2,568.00
70 tons	150-200 Asphalt	43.00	3,010.00
			$282,250.50

Guard Rail and Snow Fence

11,250 lin. ft.	Metal Guard Rail	$2.20	$ 24,750.00
230 only	Metal Sight Posts	2.50	575.00
			$ 25,325.00

Subtotal	$307,575.50
10% Engr. & Cont.	30,757.55
Total	$338,333.05

Length of Roadway	6.357 Miles
Length of 3 Structures	0.034 Mile
Length of 1 Structure	0.057 Mile (Exception)
Total Length	6.448 Miles
Cost of Roadway Per Mi.	$53,222.12

Type Code 6201
3 Lane Roadway (Sta. 218+00 to Sta. 367+00)(Sta. 449+00 to Sta. 519+00)
(Sta. 580 to Sta. 660+00)(Sta. 677+00 to Sta. 779+00)
(Sta. 823+50 to Sta. 841+50)(Sta. 855+50 to Sta. 929+50)
(Contract No. 1543)

24,300 cu. yds.	Sand in Sand Blanket	$0.70	$ 17,010.00
61,600 yd. mi.	Hauling Sand	0.07	4,312.00
178,500 cu. yds.	Coarse Crushed Material in Base	1.10	196,350.00
25,600 cu. yds.	3/4" - 0 Material in Base	1.10	28,160.00
5,100 M-gals.	Sprinkling	3.00	15,300.00

9.34 miles	Preparation of Base	$50.00	$ 467.00
2,500 cu. yds.	3/4" - 0 Material in Binder Course	2.00	5,000.00
400 tons	MC-2 Asphalt in Binder Course	45.00	18,000.00
49,000 tons	Class "B" Asphaltic Concrete	4.40	215,600.00
110 tons	RS-1 Asphalt	46.00	5,060.00
220 tons	RS-2 Asphalt in Pavement Seal	46.00	10,120.00
1,000 cu. yds.	Aggregates in Pavement Seal	2.50	2,500.00
			$517,879.00

Guard Rail and Snow Fence

20,600 lin. ft.	Metal Guard Rail	$2.20	$ 45,320.00
340 only	Metal Sight Posts	2.50	850.00
5,700 lin. ft.	4-rail Metal Snow Fence	3.75	21,375.00
			$ 67,545.00

Subtotal	$585,424.00
10% Engr. & Cont.	58,542.40
Total	$643,966.40

Length of Roadway	9.341 Miles
Cost of Roadway Per Mi.	$68,939.77

Type Code 6201
4 Lane Roadway (Sta. 180+15.93 to Sta. 218+00)(Sta. 367+00 to Sta. 449+00)
(Sta. 660+00 to Sta. 677+00)(Sta. 841+50 to Sta. 855+50)
(Sta. 1009+00 to Sta. 1028+00)(Contract No. 4543)

All Required	Clearing and Grubbing	$	$ 10,000.00
130 cu. yds.	Drainage Excavation, Unclassified	3.00	390.00
184,000 cu. yds.	General Excavation, Unclassified	0.20	36,800.00
534,000 yd. sta.	Short Overhaul	0.005	2,670.00
6,400 C-yd.sta.	Long Overhaul	0.25	1,600.00
All Required	Finishing Roadbed and Slopes		400.00
2,000 lin. ft.	Rounding Cutbanks	0.10	200.00
440 lin. ft.	18-inch Corrugated Metal Pipe	3.50	1,540.00
270 lin. ft.	36-inch Corrugated Metal Pipe	10.75	2,902.50
10 cu. yds.	Concrete in Islands	50.00	500.00
4,000 cu. yds.	Loose Riprap	2.00	8,000.00
12,400 cu. yds.	Sand in Sand Blanket	0.70	8,680.00
33,900 yd. mi.	Hauling Sand	0.07	2,373.00
88,600 cu. yds.	Coarse Crushed Material in Base	1.10	97,460.00
12,600 cu. yds.	3/4" - 0 Material in Base	1.10	13,860.00
2,500 M-gals.	Sprinkling	3.00	7,500.00
3.21 miles	Preparation of Base	50.00	160.50
1,220 cu. yds.	3/4" - 0 Material in Binder Course	2.00	2,440.00
210 tons	MC-2 Asphalt in Binder Course	45.00	9,450.00
23,200 tons	Class "B" Asphaltic Concrete	4.40	102,080.00
60 tons	RS-1 Asphalt	46.00	2,760.00
100 tons	RS-2 Asphalt in Pavement Seal	46.00	4,600.00
500 cu. yds.	Aggregates in Pavement Seal	2.50	1,250.00
430 cu. yds.	Furnishing and Placing Aggregates	2.40	1,032.00
30 tons	150-200 Asphalt	43.00	1,290.00
			$319,938.00

Guard Rail and Snow Fence

15,300 lin. ft.	Metal Guard Rail	$2.20	$ 33,660.00

110 only	Met[illegible]ight Posts	$2.50	$ 275.00
600 lin. ft.	4-Rail Metal Snow Fence	3.75	2,250.00
			$ 36,185.00

Subtotal	$356,123.00
10% Engr. & Cont.	35,612.30
Total	$391,735.30

Length of Roadway 3.161 Miles
Cost of Roadway Per Mi. $123,927.64

Type Code X221
Olds Ferry Overcrossing (Sta. 209+09.6 to Sta. 212+04.6)(Contract No. 4639)

532 cu. yds.	Structural Excavation	$2.95	$ 1,569.40
305 lin. ft.	Furnish Cast-in-Place Concrete Piling	5.20	1,586.00
10 only	Drive Steel Casings	100.00	1,000.00
860 cu. yds.	Class "A" Concrete	67.00	57,620.00
186,500 lbs.	Metal Reinforcement	0.135	25,177.50
All Required	Expansion Plates		1,525.00
82 lin. ft.	8-inch Metal Drain Pipe	3.25	266.50

Subtotal	$ 88,744.40
10% Engr. & Cont.	8,874.44
Total	$ 97,618.84

Length of Structure 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$ 338,333.05	$ 231,969.00	$106,364.05
3 Lane Roadway	643,966.40	441,518.00	202,448.40
4 Lane Roadway	391,735.30	268,583.00	123,152.30
Structure	97,618.84	66,930.00	30,688.84
	$1,471,653.59	$1,009,000.00	$462,653.59

Class of Funds	Total Cost	Federal Funds
Interstate Funds	$1,279,300.00	$ 890,000.00
Primary Funds	192,353.59	119,000.00
	$1,471,653.59	$1,009,000.00

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4543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1956

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Hwy.

To:

Mr. A. F. Parson
Division Engineer
State Highway Engineer
La Grande, Oregon

With reference to your letter of August 13, 1956, I wish to advise that permission is granted to continue paving until September 30, as per your request.

Tom Edwards
Construction Engineer

By

L. H. Young
Asst. Construction Engineer

LHY:ep

cc - Forrest Cooper ✓
Lloyd C. Johnson

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AUG 15 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM E-30X—50M—11-[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10th, 1956

SUBJECT: Olds Ferry-Ontario Section

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

[illegible]
W. C. WILLIAMS

Thank you for your report on the anonymous letter on the Olds Ferry-Ontario Section.

The best thing to do under the circumstances is to let sleeping dogs lie. No further action is necessary.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:A.

cc to: W. C. Williams

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AUG 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 2, 1956

SUBJECT: Anonymous Letter
Olds Ferry-Ontario Section
Regarding gravel trucks

To:

Forrest Cooper
Construction Engineer
Salem

As discussed with you on the phone, I wish to advise that I met with Mr. McInroe, on July 24, to verify the capacity of the controversial 20-yard Belly Dump Uclids that were being used to haul base material on subject project.

Mr. Johnson had measured these originally when they first came on the job and determined that they were 20-yard capacity trucks and has been writing tickets on the job for this amount. About a month or six weeks ago Mr. Johnson decided to remeasure the rigs and obtained figures ranging from 18-yard to 18½-yards. Mr. Johnson discussed this with me and I advised him to take trucks that could be readily measured and load up the Eclids in order that there would be no dispute about the measurement. These Eclids ~~are~~ apparently built up rigs that have so many crooks and corners that it would take a mathematical wizard to measure and to figure them accurately.

Mr. Johnson states that he was unable to get the contractor to cooperate in remeasuring these Eclids by use of measured trucks. In order to put the pressure on the contractor Mr. Johnson decided to write the contractor advising him that he was cutting his tickets back to 18-yards. This, of course, brought Mr. Rogers on the run to protest and he advised me he had been getting 20-yards for these rigs on numerous previous jobs and that if he was cut to 18-yards he would sign a claim wherein he would ask for 21 or 22-yards per load.

I am of the opinion that a jury would no doubt award him at least the 20-yards and possible more if a suit was instituted. The outcome of the above mentioned was that Mr. McInroe, Mr. Johnson and myself obtained two ten ton capacity trucks which were dumped into the Uclids. The 20-yards dumped into the Uclids, when leveled off, filled the rigs to a point where there was approximately 6-inch rounded hump in the center. The rigs could very easily held another yard or two piled up. I, therefore, instructed Mr. Johnson that in as much as our specifications did not call for a strike-off measurement at the top of the truck and in as much as he had not checked but very few of the loads to allow the 20-yards per rig. Mr. Johnson was then of the opinion that the 20-yards was a fair allowance for the material as delivered.

I believed at that time that the controversy was ended. However, on Monday, July 30, I received the enclosed anonymous letter signed by the highway employees at Ontario. This was immediately discussed with you on the phone. I called Mr. Johnson Monday night and asked him to have his crew meet me in his office after work Tuesday night. I did not disclose the contents of the letter to Mr. Johnson. On Tuesday night at 5:30 p.m. I met with Mr. Johnson's crew with the following results.

I opened the meeting with the thought that possibly I could segregate the one responsible for the letter from the rest by this manner. I held up the letter without disclosing its contents and asked for a show of hands of all those who did not know or did not approve of the letter signed by themselves. There were 16 of the 23 men at the meeting and all hands went up immediately with the query, "What letter?" I then proceeded to read the letter and explained the various phases of it sentence by sentence. I advised the crew that in many instances it was customary to allow more than the level loads and in some cases a measurement was taken and marked to allow less than a load. I also asked the various checkers if they had checked many of the trucks that looked completely full or whether they had only checked the ones that looked like they might be shy. They advised that they had only checked those which looked shy. Therefore they agreed that there could have very easily been as many or more excessive loads as compared to shy loads. I also advised that the overrun in the original estimated quantities were not excessive. In as much as the compaction test in some instances showed a 110% compaction; also to loss by erosion, fills in soft spots, etc.

Mr. Johnson informs me that the original contract called for 381,800 yards of base. That a total of 404,000 yards were placed. This included approximately 6,000 yards of backfilling soft holes, 7,000 yards of additional reinforcing in poor subbase, 2,000 yards backfilling bridge ends and 1,000 yards stockpiled also an undetermined amount to replace eroded spots. This then shows that actual overrun is less than 6,000 yards which can be accounted for in compaction and the fact that heavy rigs no doubt pushed some of material into soft subbase.

Our leveling course of 53,900 cubic yards is going to underrun possibly 4 or 5,000 yards.

I asked the group if they had any suggestion as to what I should to in as much as the letter demanded an explanation with an ultimatum, yet I was unable to find any one to give the explanation to. No one had any suggestions. The group gave me the impression that they were very perturbed that someone in the bunch would have the finger of suspicion pointed at all of them when they were not taken into the confidence of the letter originally. They all wanted to sign a letter clearing themselves that they had nothing to do with the letter and did not approve of it. They all signed such a letter while I was there. Mr. Johnson is to contact the other seven members for their signature also and as soon as that is done the letter will be forwarded to you.

Mr. Bickmore attended the meeting with me and took the names of every one at the meeting. The seven men not there were on exchange time or vacation time.

The same procedure was repeated at Keats Oliver's crew, Wednesday morning with the same results. All members of that party were there. Part of Keats Oliver's crew had made the measurement and therefore I assumed that they were included in the implication as stated in the anonymous letter.

In as much as no one at the meeting confessed to any knowledge of the letter I am unable to state whether or not the explanation asked for has been satisfied. I have no further ideas unless something develops when Mr. Johnson contacts the balance of the crew.

The original anonymous letter is being forwarded herewith along with the original signatures of the Vale crew.

I might add that Mr. Johnson advised the crew that he did not believe that he had been mistreated and was in accord with my decision to allow the 20-yards.

A. F. Parson
Division Engineer

AFP:gb

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
July 27, 1956

SUBJECT:

To:

Mr. A. F. Parsons
Division Engineer
Highway Department
La Grande, Oregon

Dear Mr. Parsons;

Some of us in Vale and Ontario are not happy over the way you have treated Mr. Johnson, especially in regards to the matter of the Belly Dump rigs that Rogers Co. is using on the Olds Fery job. Some of us who have measured the rigs will testify and swear under oath if necessary that the rigs measured 18 cubi c yards and yet Rogers is getting credit for 20 yards. Mr Johnson has presented 4 or 5 different measurements proving the rigs are at the most 18 yards capacity, and yet you have allowed Rogers 20 cubic yards for each load which may amount to over $30,000.00 given free to the contractor. Now, if this is a new policy, maybe some taxpayers, contractors, newspapers and highway men may be interested in knowing or at least in getting an explanation.

Since Mr. Johnson does not know anything of this letter, we are withholding distribution to the interested parties until Aug. 3, 1956 or unles yo want to stop it, please give us an explanation. y

Highway Employees.

Ontario, Oregon

cc
Dutch William; Bureau of public roads;
Forest Cooper

RECEIVED
JUN 27 1956
FOR FILING
IN-FI-67(3)
4543

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 26, 1956

Mr. W. R. Rogers
Rogers Construction Co.
11760 N. E. Glisan Street
Portland 16, Oregon

Re: Assignment of Lease on
Contract No. 4543

NOTED
W. C. WILLIAMS

Dear Mr. Rogers:

This is in response to your letter of June 11, 1956, concerning your objections to the assignment of lease concerning property used for the storage of materials.

With respect to your objection to the requirement that the assignment indemnify the highway commission against any claims or damages which may result from the use of the property covered by the lease, your attention is respectfully drawn to the provisions of Article 1.7.16 of the Standard Specifications for Highway Construction. The clause in the lease assignment to which you object appears to be in accord with the general contractural obligations undertaken by you when you entered into a contract with the State Highway Commission for the performance of the highway project concerned, and this particular obligation has been a part of the Highway Commission's standard specifications for many, many years.

With respect to the desirability of the State acquiring sufficient land to provide storage area, this is a matter beyond my control and I am referring your letter to our Engineering Department so that they may have the benefit of your comments and suggestions.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM/bdr
cc: Mr. W. C. Williams

RECEIVED
JUN 26 1956
OFFICE OF
STATE HIGHWAY ENGINEER

W R ROGERS
DONALD C ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

June 11, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Robert L. May, Jr.
Assistant Counsel

Re: Assignment of Lease on Contract No. 4543

Gentlemen:

Received your letter of June 8 and I can readily understand the State's problems. However I do not believe that a contractor should be held responsible for what a State employee might do while on a leased property since a contractor has no jurisdiction over the State employee and as the State employee might jeopardize the conditions of the lease, I do not believe the contractor should have to sign such a release.

I believe it is the responsibility of the State to acquire sufficient area to set up our plants and space for stockpiles then this controversy would never arise.

As you already know, we are bonded to complete this job and if you are using the following to qualify your refusal to allow estimates for material on hand on leased property, "When materials are stored on ground not owned or leased by the State, the allowance for materials delivered, as set forth in Article 1.9.11, will not be made until the contractor has acquired leasehold title to the property so occupied and has assigned said leasehold interest to the State for the duration of the contract," I believe you are in error. It does not say that we should be responsible for the State's employees.

I do not object to signing the lease over to the State but I strenuously object to having to be responsible for the State employees who might go beyond our lease and shall continue to fight this type of condition.

I hope this will further clarify my feeling and that in the future the State will try to secure enough land so that this problem will not arise.

Yours very truly,

ROGERS CONSTRUCTION CO.

W. R. Rogers

WRR:ec

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STATE HIGHWAY COMMISSION

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JUN 11 56
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[illegible]
W. C. WILLIAMS

FORM [illegible] REVISED [illegible]

COMMISSIONERS
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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN-RI-[illegible]

[illegible]

June 8, 1956

Rogers Construction Co.
11760 N. E. Gilsan Street
Portland 16, Oregon

Gentlemen:

I have been informed that you have expressed objection to the highway commission's policy of requiring contractors to obtain and assign to the commission leases upon property upon which materials are stored before the contractor is paid an allowance for materials on hand, and that you have refused to make such an assignment in connection with the State Highway Department Contract No. 4543 on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway.

Article 1.6.3 of the "Standard Specifications for Highway Construction" which was incorporated in and made a part of State Highway Department Contract No. 4543, provides in part as follows:

> "When materials are stored on ground not owned or leased by the State, the allowance for materials delivered, as set forth in Article 1.9.11, will not be made until the contractor has acquired leasehold title to the property so occupied and has assigned said leasehold interest to the State for the duration of the contract."

These assignments are required simply for the purpose of protecting the State against the possibility that after a partial payment has been made, based upon the amount and value of materials stored upon property not owned by the State, the owner of the property might legally remove and dispose of the materials. This requirement has been a part of the standard specifications for State highway construction since 1940, to my personal knowledge, and perhaps prior to that time. It is, of course, discretionary with the contractor whether he desires to make such an assignment to the State Highway Commission. He need do so only if he desires payment for materials produced but which are stored upon property not owned by the State.

I sincerely hope that the above explanation will help you to see that the State Highway Commission is not attempting to place undue hardships or expenses upon its contractors, but is simply trying to assure that the interests of the State of Oregon are fully protected.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM/bdr

✓ cc: Mr. W. C. Williams
cc: Mr. L. H. Young

RECEIVED
JUN 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—90M—2-55—82996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: Olds Ferry-Ontario
Old Oregon Trail
Contract No. 4543

To:

PLEASE RETURN TO
W. C. WILLIAMS

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

I am forwarding herewith copy of a letter from Rogers Construction Company in which they comment on our policy of asking them to assign their lease on lands upon which materials are stored and upon which they desire allowance for materials on hand.

I forward this letter merely for your information as it is my understanding that there is not much that can be done about it as this is a legal matter. They have refused, in this case, to make the assignment.

Any suggestions you have for resolving this matter would be appreciated.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - C. W. Enfield

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

W. A. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16 OREGON

May 3, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Forrest Cooper

Re: Assignment of Lease on Contract No. 4543

Gentlemen:

Enclosed please find an Assignment of Lease that we have on the property of C. H. Thayer, lessor. You are asking us to sell, transfer, assign and set over to the Oregon State Highway Commission for the duration of said contract, all the rights, title and interest in and to the lease affixed hereto and to hold the Highway Commission harmless for anything its members, officers and agents might do.

In the first place, I believe it is the duty of the Highway Department to furnish a place for the contractors to set up and stockpile what material might be needed on a particular project to expedite the work. For your information, the pit for this job was secured on top of a hill. We have depleted all the material that your Right-of-Way people secured; we have photos showing that we could not have set up on your property and have used all available material; we have also gone out and paid eight cents ($.08) a yard for more material on this job. And as you know, we usually have to have our plant mix material stockpiled ahead and it takes some room for this.

We understand you have not made settlement with Mr. Thayer for your original pit and he is contemplating attaching the material that the State has not paid for which will further complicate matters. We have some 80,000 yards of material stockpiled on the Thayer property which the State has refused to pay us for as material on hand. In your Standard Specifications, Section 1.9.11, it says, in brief, you are to pay us estimates for materials on hand.

We do not think it is the duty of the contractor to have to buy, lease or otherwise secure property for a project's use especially after your Right-of-Way people have gone through an area and caused the ill feeling they do in many instances. We do not think that the State can or has the right to ask us or any contractor to do this and then

NOTED
L. H. Young

ask us to hold their members harmless for anything they might do beyond our lease with a property owner. If we are to sign an assignment of lease like this, we believe it is no more than right that the State should also sign an agreement releasing us of all responsibility and indemnifying us for their employees actions over which we have no control and for which a property owner could sue us.

As an illustration of point, we are being sued over a job which we were on for the State Highway Department in Ontario in 1953. These people sued the State — we assumed it had been settled -- and are now suing us individually. The suit is over a pit the State showed on their plans as being available to the contractor, without cost, and which we used. Our attorney is traveling to Salem today to get what information he can in order to protect our interests. We feel that the State should assume this litigation and also reimburse us for any costs which we might incur.

We believe, Mr. Cooper, you can readily understand why we are hesitant to make this assignment of lease; however, in view of the foregoing reasons, we feel we should be entitled to an estimate for materials on hand.

Yours very truly,

ROGERS CONSTRUCTION CO.

W. R. Rogers

WRR:ec
Enclosure

cc: A. F. Parsons, La Grande, Oregon
L. C. Johnson, Ontario, Oregon

ASSIGNMENT OF LEASE

For value received Rogers Construction Co.,
Name

contractor on highway (bridge) construction contract No. 4542, does hereby sell, transfer, assign, and set over to the Oregon State Highway Commission, for the duration of said contract, all its right, title, and interest in and to the lease affixed hereto, reserving the right to go upon and use the leased premises for the purposes of said contract, and, further, does agree to indemnify and hold harmless the said Highway Commission, its members, officers, employees, and agents against any and all claims or damages which may result from the use of the property covered by said lease during the term of this assignment.

Attachments:

1. Copy of lease from C. H. Thayer (lessor) to Rogers Construction Co. (contractor-lessee) dated Dec. 8, 195 covering a parcel of land in Section _____, Township ___, Range ______, W.M., __________ County, Oregon.
2. Title report of lessor.

____
Date

Rogers Construction Co.
Contractor

____
Place

By ____________________

STATE OF OREGON }
County of __________ } ss.

On this _____ day of __________, 19__, personally came before me, a Notary Public in and for said county and state, the within named ____________________ to me personally known to be the identical person__ described in, and who executed, the within instrument, and who each personally acknowledged to me that _he_ executed the same freely and voluntarily for the uses and purposes therein named.

Witness my hand and official seal the day and year last above written.

____
Notary Public for Oregon

My commission expires ____________________

ACCEPTANCE RECOMMENDED:

____
State Highway Engineer

ACCEPTED, on behalf of the State Highway Commission

____
Chief Counsel

RECEIVED
MAY 9 - 1956
FOR FILING

file

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

IN-FE-4(10)
4543

May 8, 1956.

NO
W. C. WILLIAM

Mr. L H Young, Assistant Construction Engineer,
Oregon State Highway Department,
Salem, Oregon.

re: Olds Ferry-Ontario Section,
Old Oregon Trail. Cont. #4543.

Dear Sir:

We have your letter of March 20, 1956 with reference to the grade of asphalt to be used on the above contract.

We wish to advise that we will use the 85-100 penetration asphalt instead of the 120-150 penetration set forth in the special provisions if our costs are no greater. If the costs are greater, we will then expect additional compensation.

Yours very truly,
Rogers Construction Co.,
By Chas McInroe

cc: W C Williams, ✓
G S Paxson,
G W Harra,
A F Parson,
L C Johnson,
Lloyd Babler.

RECEIVED
MAY 9 1956
ST

file

RECEIVED
MAY 9 - 1956
FOR FILING

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 16, OREGON

[illegible]
4543

May 8, 1956.

NO
W. C. WILLIAM

Mr. L H Young, Assistant Construction Engineer,
Oregon State Highway Department,
Salem, Oregon.

re: Olds Ferry-Ontario Section,
Old Oregon Trail. Cont. #4543.

Dear Sir:

We have your letter of March 20, 1956 with reference to the grade of asphalt to be used on the above contract.

We wish to advise that we will use the 85-100 penetration asphalt instead of the 120-150 penetration set forth in the special provisions if our costs are no greater. If the costs are greater, we will then expect additional compensation.

Yours very truly,
Rogers Construction Co.,
By Chas McInroy

cc: W C Williams, ✓
G S Paxson,
G W Harra,
A F Parson,
L C Johnson,
Lloyd Babler.

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MAY 9 1956
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FOR FILING

IN-FI-61(3)
1543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 20, 1956

SUBJECT: Olds Ferry-Ontario
Old Oregon Trail
Contract No. 4543

NOTED
W. C. WILLIAMS

To: Rogers Construction Company
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

In answer to an inquiry yesterday by Mr. Lloyd Babler as to the grade of asphalt to be used on your paving job, Olds Ferry-Ontario, I wish to advise that the asphalt to be used is 85-100 penetration instead of the 120-150 penetration set forth in the special provisions. Mr. Babler indicated that this was agreeable to them.

Very truly yours,

L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:ep

cc - W. C. Williams
G. S. Paxson
G. W. Harra
A. F. Parson
Lloyd Babler, Babler Bros. Portland

RECEIVED
APR 11 1956
FOR FILING

IN-FI-67(5)
4543

file

April 10, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and reshaping slopes on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, Contract No. 4543, in connection with Federal Aid Project No. IN-FI-67(5).

This work is necessary for removing slides due to excessive rains, and to reshape the slopes.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

cc: W. C. Williams

DHP:sh

Encl.

7

RECEIVED
APR 4 - 1956
FOR FILING

[illegible] (6)

4543

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3rd, 1956

SUBJECT: Northerly End of Olds Ferry-Ontario Section

To: Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

NOTED
W. C. WILLIAMS

This is written as a reminder of Mr. Baldock's instruction that additional sand cushion be used on the northerly end of the Olds Ferry-Ontario Section where conditions may indicate.

Please have a careful inspection made and any place that appears to be weak should be reinforced by additional sand blanket.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
APR 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

9

RECEIVED
MAR 13 1956
FOR FILING

IN-FI-67(5)
4543

March 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering flagging on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, Contract No. 4543, in connection with Federal Aid Project No. IN-FI-67(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
FEB 20 1956
"FOR FILING"

14[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 15, 1956

Idaho Power Company
—
Payette, Idaho

Idaho Power Company Transmission Towers
Olds Ferry-Ontario Section
Old Oregon Trail Highway
Contract No. 4443

[illegible]
W C [illegible]

Gentlemen:

This letter is written to you with reference to changes in your power transmission towers at Olds Ferry in Malheur County.

From the information which we had, it will appear that it will be necessary to relocate and possibly raise the elevation of the transmission towers in order to clear the proposed highway construction. It further appears that your present towers are located on private easements which you have secured from Malheur County and from Earl J. B. Newquist but that they can be relocated on the center line of the present alignment and within the easement areas. The letter from Mr. W. D. Arms dated January 6, 1956, gave an estimated cost of $2,959.00.

The purpose of this communication is to request that you proceed with the changes in your existing facilities with the understanding that the State will reimburse you to the extent of a reasonable and proper cost thereof. We understand, however, that you will not bill us for any improvement or betterments in your facilities which are not directly made necessary by the required change.

It further appears that it will be necessary for the Highway Commission to negotiate with you for a right or easement to make the highway improvement across your existing right of way and for that purpose a copy of this communication is being forwarded to Mr. R. L. Porter, Right of Way Engineer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWDeS/bdr
✓cc: W. C. Williams (with file)
cc: A. F. Parson
cc: R. L. Porter
cc: Forrest Cooper

RECEIVED
[illegible] 1956
OFFICE OF
[illegible] ENGINEER

RECEIVED
FEB [illegible]
LEGAL DEPT.

REF[illegible]D TO

Enfield

BY DEPUTY STATE HIGHWAY ENGINEER

Please advise Power Co to move line and return State force order to me with copy of your letter to Power Co.

WCW

EPARTMENT
DENCE

Ferry-Ontario Section
Oregon Trail
ract No. 4543

Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

I am submitting herewith State Force Order covering the readjustment of the Idaho Power transmission line, as the same conflicts with our interchange at Olds Ferry. The Idaho Power lines through this section occupy a private right of way.

Attached hereto is a sketch showing the location of the existing towers and the moves contemplated for clearing of our line. I can see no objection to maintaining the present alignment of the power line. Most of the work involved in the proposed change is to provide vertical clearance for the highway.

It is, therefore recommended that this State Force Order be approved as submitted and that a letter be addressed to the Idaho Power Company directing them to make the changes set out in Mr. W. D. Arms's letter and estimate of January 6.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
FEB 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-55—92806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1956

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail
Contract No. 4543

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

I am submitting herewith State Force Order covering the readjustment of the Idaho Power transmission line, as the same conflicts with our interchange at Olds Ferry. The Idaho Power lines through this section occupy a private right of way.

Attached hereto is a sketch showing the location of the existing towers and the moves contemplated for clearing of our line. I can see no objection to maintaining the present alignment of the power line. Most of the work involved in the proposed change is to provide vertical clearance for the highway.

It is, therefore recommended that this State Force Order be approved as submitted and that a letter be addressed to the Idaho Power Company directing them to make the changes set out in Mr. W. D. Arms's letter and estimate of January 6.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
FEB 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-50 25M 0-51 08316

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Y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 23, 1956

SUBJECT: Order for State Force Work
Olds Ferry-Ontario Section
Old Oregon Trail
Contract #4543

To: Mr. Forrest Cooper
Construction Engineer
Salem

We are submitting herewith for your approval Order for State Force Work on the Olds Ferry-Ontario Section, Contract #4543.

This order is to cover the adjustment of the Idaho Power transmission line in the vicinity of the Olds Ferry Interchange. The work involved covers the replacing of their towers identified by the Company as being 470, 471, 472. A sketch showing the location of the existing towers and of the proposed new location is attached together with a copy of a letter from their Division Electrical Superintendent, Mr. W. D. Arms.

The estimate is based on the condition that the present alignment of their line can be maintained should it be necessary for the towers to be moved; otherwise, additional costs will be involved. As the adjustment as shown will not interfere with the operation of our interchange, we recommend that the order be approved.

/s/ E. G. Bickmore

E. G. Bickmore
Asst. Division Engineer

EGB:ce

COPY OF LETTER FROM IDAHO POWER CO.

Idaho Power Co.

Payette , Idaho Jan. 6, 1956

Oregon State Highway Dept.
% Lloyde Johnson
Ontario, Oregon

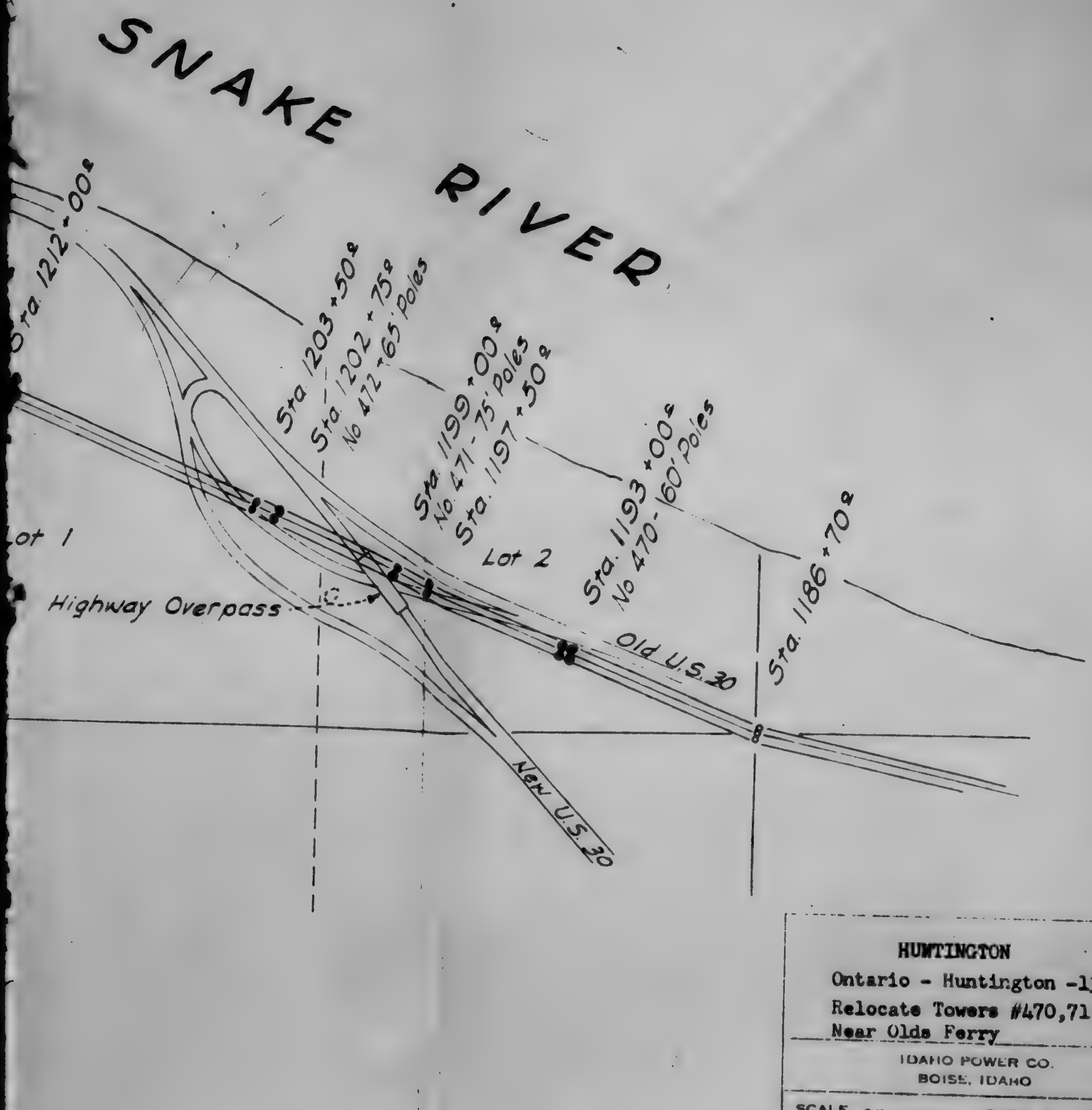
Dear Sir:

At your request, we have made up a preliminary estimate of the cost of re-aligning our 138 kv line towers numbers 470, 471 and 472, Ontario-Hunington, in sections 14 and 15, Township 15 South, Range 45 East, Willamette Meridian. The cost of this work is estimated to be $2959.00. This is assuming that we maintain our present alignment while giving you vertical clearance over highway overpass where the new US 30 meets the present highway. I will supply you with a map of this proposed project as soon as we have them prepared.

In reply to your request concerning our right-of-way in this area, we have easement for a fifty foot right-of-way (25' on each side of center line), from Earl J. B. Newquest, filed in book ten, page 164 of leases and agreements covering lot#2, section fourteen. We have a fifty foot right-of-way in lot #1, section fourteen, from Malheur County, recorded in book thirty, page 150, of deeds, dated August 6, 1928

Yours very truly

W. D. Arms
Div. Elect. Supt.



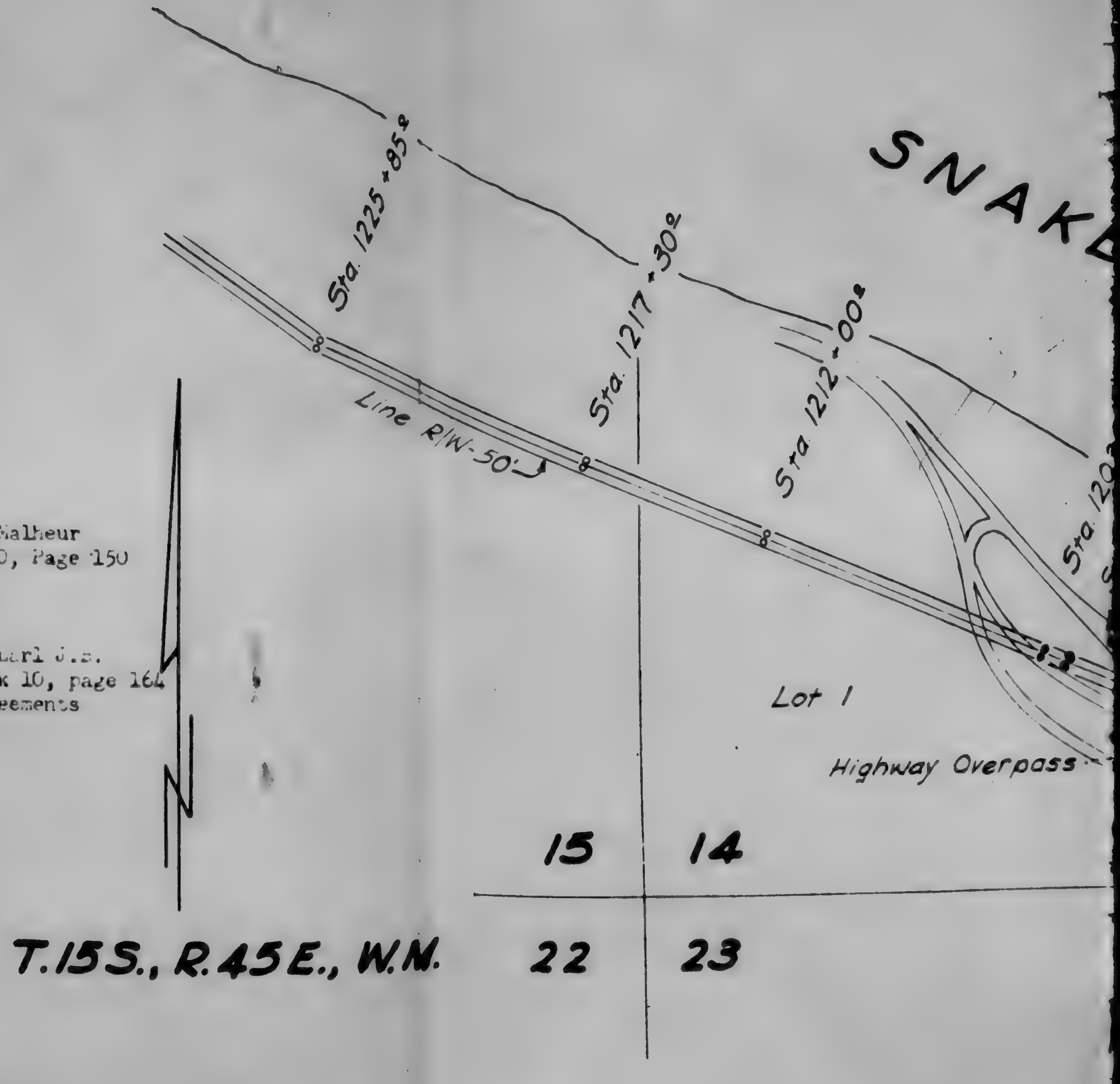
HUNTINGTON
Ontario - Huntington -138kv
Relocate Towers #470,71,72
Near Olds Ferry

IDAHO POWER CO.
BOISE, IDAHO

SCALE 1" =400' DATE Jan. 1, 1956
DR. JLJ
TR.
A-12900-1

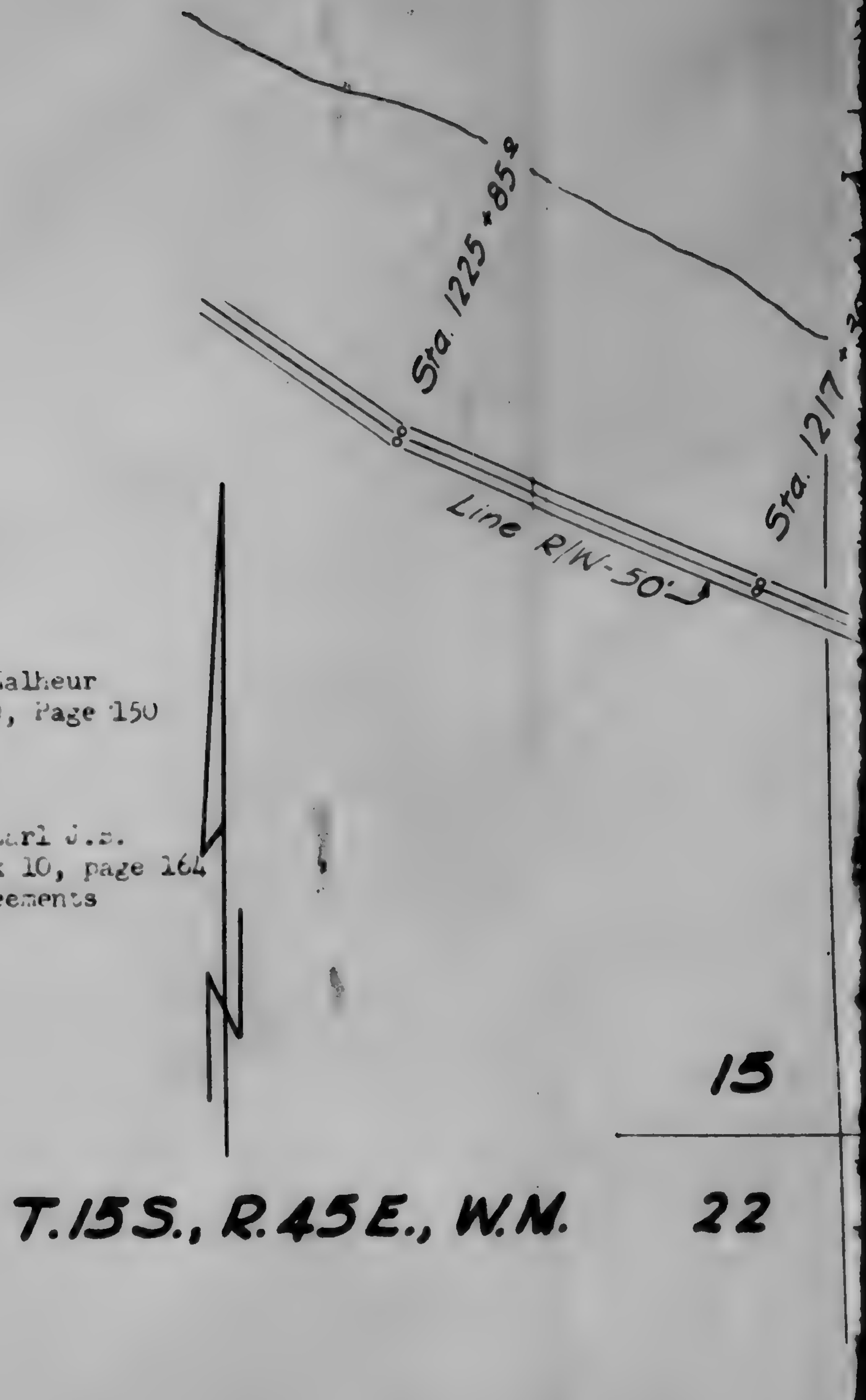
4 Easement from Malheur
County. Book 30, Page 150
Deeds 8-6-28

4 Easement from Earl J.E.
Lewquist. Book 10, page 164
Leases and agreements



Lot #1 Sec. 14 Easement from Malheur County. Book 30, Page 150 Deeds 8-6-28

Lot#2 Sec. 14 Easement from Earl J.S. Lewquist. Book 10, page 164 Leases and agreements



RECEIVED
JAN 10 1956
FOR FILING

[illegible]

4542

Salem, Oregon
January [illegible], 1956

~~Olds Ferry-Ontario~~
Old Oregon Trail

Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

On the subject-named job, through the right of way negotiations, a road approach was allowed at approximately Station 204 on the "C" Line. This is, of course, not consistent with the freeway standards contemplated for this section of highway.

Forwarded herewith is a sketch map of the interchange at Olds Ferry. On this sketch map has been indicated, in yellow, the approach road along with a collector road with the object in view of making this installation as least objectionable as possible. Also indicated in yellow are a couple of comeback legs which are necessary to make the plan operate.

It is with considerable reluctance that this plan has been entered into and it is suggested that further investigation be made to see if a service road can be built along the southerly right of way line that will cross under the main line at approximately Station 273 in the vehicular underpass that has been provided there.

I understand that you have previously considered this. Such service road would then enter the old highway somewhere in the vicinity of "B" 225.

We have been authorized to construct this as shown on the accompanying plan. Will you please investigate the matter carefully and give us your recommendations before proceeding.

L. H. Young
Assistant Construction Engineer

LHY:dt

Encl.

cc - Mr. R. L. Porter
Mr. F. B. Crandall

NOTED
FORREST COOPER

6

RECEIVED
DEC 14 1955
FOR FILING

FORM E-30X—60,000—10-54—79484

[illegible]
4543

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Olds Ferry-Ontario
Old Oregon Trail Highway
Contract No. 4543

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Reports 380805, 380806, and 380807, dated December 6, 1955 in which there is shown for the 1½"-0 crushed gravel material, a consistant 4-5% deficiency of material retained on the 3/4-inch screen. Two of the Reports 380805 and 380806 show 12 to 18% insufficient fracture faces.

Will you please instruct the resident engineer to tighten this phase of his inspection so that the balance of the 1½"-0 stone base material will comply with our specifications.

Also, please instruct the resident engineer to mark samples of the stone base material manufactured after changes in the plant or pit operations so that it is clear the material represents corrected output.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1955
FOR FILING

IN-FI-67(5)
4543

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 3, 1955, on Contract No. 4543, Olds Ferry-Ontario Section, in Malheur County, in connection with Federal Aid Project No. IN-FI-67(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DGP:is

RECEIVED
NOV 10 1955
FOR FILING

[illegible]

[illegible]

November 9, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4540, covering the Hillsboro Section of the Tualatin Valley Highway in Washington County, awarded October 14, 1955.

Contract No. 4541, covering the Banks Interchange Section of the Nehalem Highway in Washington County, awarded October 20, 1955.

Contract No. 4541, covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, awarded October 24, 1955.

Copies of these contracts are being sent to you for your files. We are also sending the surety on your performance bonds unexecuted copies for their files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
OCT 27 1955
FOR FILING

IN-FL-L(5)
4543

October 24, 1955

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your proposal for grading and paving Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County for the sum of $1,120,067.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4543.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 24, 1955
1:11 a.m.

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Contract for grading and paving Olds Ferry-Ontario Section of Old Oregon Trail Highway, Malheur County for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

RECEIVED
OCT 25 1955
FOR FILING

FI-67(5)

4543

October 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, Project IN-FI-67(5), to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $1,120,067.50, submitted on September 22, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

File ✓

RECEIVED
OCT 26 1955
FOR FILING
OREGON DISTRICT

[illegible]
[illegible]

3

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 24, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project IN-FI-67(5), Olds Ferry-Ontario Section (Paving) of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 4543 to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $1,120,067.50 at the September 22, 1955 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
District Engineer

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 27 1955
FOR FILING

III-F T-67(5)
4543

September 26, 1955

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Malheur County a fully executed copy of an amended throughway agreement between the State Highway Commission and Malheur County covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

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Enc. 1

RECEIVED
SEP 1 1955
FOR FILING

IN-FI 67(5)
4543 ~~35~~

September 12, 1955

W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 7, Project IN-FI-67(5), Olds Ferry-Ontario, 1954 Act Federal-aid Interstate Highway Program, also jointly financed as Item 191, Federal-aid Primary Highway Program, was approved for the Commissioner of Public Roads by Acting Deputy Commissioner M. B. Christensen, effective September 7, 1955. Approval is with the understanding that this project will fully meet the requirements of PPM 20-4.

This item will appear on the interstate program as follows:

Item	7
County	Malheur
Project	IN-FI-67(5)
FA Route	1 (Interstate Route 2)
State Route	US 30
Termini	Approx. 13 miles north of Weiser Spur to Ontario
Construction Cost:	
Total	($1,625,000) $1,290,000
Federal Funds	($1,091,000) $ 890,000
State Funds	$ 400,000
Length	(18.90 miles) 15.00 miles
Character of Proposed Work	Grade and drain 0.4 mile; 2-lane high type pavement 16.3 miles; 4-lane high type pavement 2.6 miles; one O'xing structure (200 ft.); guard rail at intermittent points.

Original to
Mr. [illegible]

REC
SEP 13 1955
ORE
STATE HIGHWAY

Very truly yours,

C. G. POLK
District Engineer

By

Supervising Hwy. Design Engineer

RECEIVED
SEP 14 1955
FOR FILING

N-FI 67(5)
4543
08-55

September 12, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 191, Project IN-FI-67(5), Olds Ferry-Ontario, Oregon Federal-aid Primary Highway Program, also jointly financed as Item 7, 1954 ACT Federal-aid Interstate Highway Program, was approved for the Commissioner of Public Roads, by Acting Deputy Commissioner M. B. Christensen, effective September 7, 1955. Approval is with the understanding that this project will fully meet the requirements of PPM 20-4.

This item will appear on the primary program as follows:

Item	191
County	Malheur
Project	IN-FI-67(5)
FA Route	1 (Interstate Route 2)
State Route	US 30
Termini	Approx. 13 miles north of Weiser Spur to Ontario
Construction Cost:	
Total	($1,625,000) $335,000
Federal Funds	($1,091,000) $201,000
State Funds	$ 134,000
Length	(18.90 miles) 3.90 miles
Character of Work Proposed:	Grade and drain 0.4 mile; 2-lane high type pavement 16.3 miles; 4-lane high type pavement 2.6 miles; one O'xing structure (200 ft.); guard rail at intermittent points.

Original to SHE

RECEIVED
SEP 13 1955
STATE H

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 20 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FI 67(5)
115

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project IN-FI-67(5), Olds Ferry-Ontario Section of the Old Oregon Trail Highway. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
SEP 20 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1955
FOR FILING

IN F1-67(5)
4543

August 29, 1955

Mr. C. C. [illegible]
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Primary Highway Program, it is our desire to contract the paving of the Olds Ferry-Ontario Section of the Old Oregon Trail Highway. This is a combination project involving the use of interstate funds as well as primary funds.

The program data for the project is as follows:

Item No.	191
County	Malheur
Project No.	IN-F1-67(5)
FA Route No.	1
State Route No.	US 30
Termini	Approx. 13 miles north of Weiser spur to Ontario
Construction Cost:	
Total Cost	$335,000
Federal Funds	201,000
State Funds	134,000
Other Funds	- -
Project Totals:	
Total Cost	$(1,425,000) 335,000
Federal Funds	(1,091,000) 201,000
Length	18.90 miles
Character of Proposed Work	Grade and Drain 0.4 mile. 2-lane high type pavement 16.3 miles. 4-lane high type pavement 2.6 miles. 1 [illegible] structure, length 200 ft. Guard rail at intermittent points.

This section of highway was graded and drained under Projects Nos. FI-07(2) and BFI-07(3) except a short 0.4 mile section at the north end of the project where an interchange with the present highway is to be provided. The proposed improvement will provide two 12-foot traffic lanes with 10-foot shoulders except at traffic interchange layouts where 4-lane pavement is to be constructed. Truck passing lanes are to be provided on all sections of heavy grades.

Traffic data was submitted with the projects mentioned above except the interchange to be constructed at the north end of the project. Copies of maps showing traffic movements at that point are being submitted herewith.

It is desired to have the project cleared for advertising by September 7th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:ia

RECEIVED
AUG 30 1955
FOR FILING

IN-FI-67(5)
4543

August 29, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Interstate Highway Program, it is our desire to contract the paving of the Olds Ferry-Ontario section of the Old Oregon Trail Highway. This is a combination project involving the use of primary funds as well as interstate funds.

The program data for the project is as follows:

Item No.	7
County	Malheur
Project No.	IN-FI-67(5)
FA Route No.	1
State Route No.	US 30
Termini	Approx. 13 miles north of Weiser Spur to Ontario
Construction Cost:	
Total Cost	$1,290,000
Federal Funds	890,000
State Funds	400,000
Other Funds	- -
Project Totals:	
Total Cost	$(1,628,000) 1,290,000
Federal Funds	(1,091,000) 890,000
Length	18.90 miles
Character of Proposed Work	Grade and Drain 0.4 mile. 2-lane high type pavement 16.3 miles. 4-lane high type pavement 2.6 miles. 1 Crossing structure, length 200 ft. Guard rail at intermittent points.

This section of highway was graded and drained under Projects Nos. F1-67(2) and BF1-67(3) except a short 0.4 mile section at the north end of the project where an interchange with the present highway is to be provided. The proposed improvement will provide two 12-foot traffic lanes with 10 foot shoulders except at traffic interchange layouts where 4-lane pavement is to be constructed.

Traffic data was submitted with the projects mentioned above except the interchange to be constructed at the north end of the project. Copies of maps showing traffic movements at that point are being submitted herewith.

It is desired to have the project cleared for advertising by September 7th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:ia

RECEIVED
FEB 21 1955
FOR FILING

IN-FI 67(5)
4543

February 18, 1955

Oregon State Highway Commission

Gentlemen:

Attached hereto is a copy of a letter from Martin P. Gallagher, Attorney, of Ontario, which letter you will find self-explanatory.

U.S.30 is now being constructed to freeway standards between Olds Ferry and Ontario. The project ends just north of Ontario, where connection is made with existing U.S.30. It will be necessary in the early future to extend the freeway southeasterly, by-passing Ontario, to a new crossing of the Snake River at the Oregon-Idaho State line. The survey has been completed and definitely established for the by-passing of Ontario between the northerly connection with U.S.30 and the easterly leg of U.S.30 leading to the existing Snake River Bridge. This section is indicated on the attached sketch map in a broken black line extending from Station 1185+00 to Station 1297+[illegible]. I recommend that you approve this survey and grant authority to acquire right of way, particularly those portions that are now unimproved but which are threatened with building development. If you so approve, we will immediately negotiate with the Ontario Chamber of Commerce for the necessary right of way through the land it controls.

This matter will be on the agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

Enclosure

cc Mr. H. G. Smith
Mr. C. W. Enfield

P. J. GALLAGHER
MARTIN P. GALLAGHER

GALLAGHER & GALLAGHER
LAWYERS
GALLAGHER BUILDING
ONTARIO, OREGON

[illegible]

February 7, 1955

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen: RE: Oregon Industries Company

We represent Oregon Industries Company who owns a plant operated by the Oregon Frozen Foods Company. It is a freezing plant east of the Union Pacific Railroad tracks and within the City limits. We understand that the highway commission has surveyed a 250 foot strip of land for the purpose of installing either an underpass or overhead across the tracks. We are also contracting to buy a 20 acre tract from the local Chamber of Commerce. The survey traverses this section too.

We have a potato storage cellar which is either very close to the surveyed strip or perhaps on the surveyed strip. We have need for building additional potato storage and wish to build it directly north of the present one. In this event it would be built on land included in the 250 foot strip.

Could you advise us whether or not the Commission expects to go forward with the overhead and to acquire this 250 foot strip.

Awaiting your advice we are,

Sincerely yours,

Martin P. Gallagher

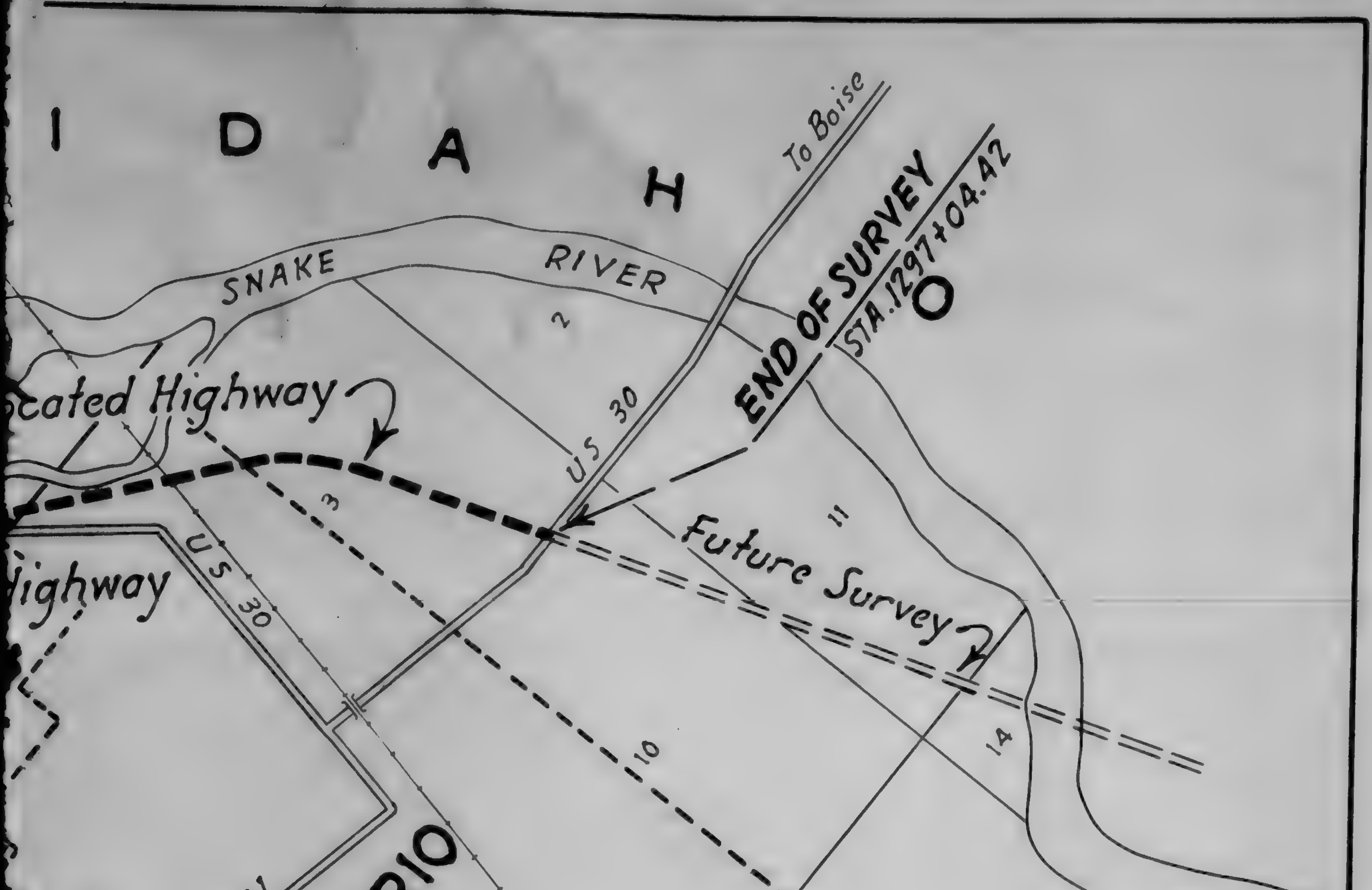
OF GALLAGHER & GALLAGHER

RECEIVED
FEB 8 1955
OREGON
STATE HIGHWAY COMMISSION

MPG:sd
P. S.

Would it be possible to appraise this property, agree upon the value and give deed for it at this time?

1R-5-647



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ONTARIO-SNAKE RIVER SECTION

OLD OREGON TRAIL HIGHWAY

MALHEUR COUNTY

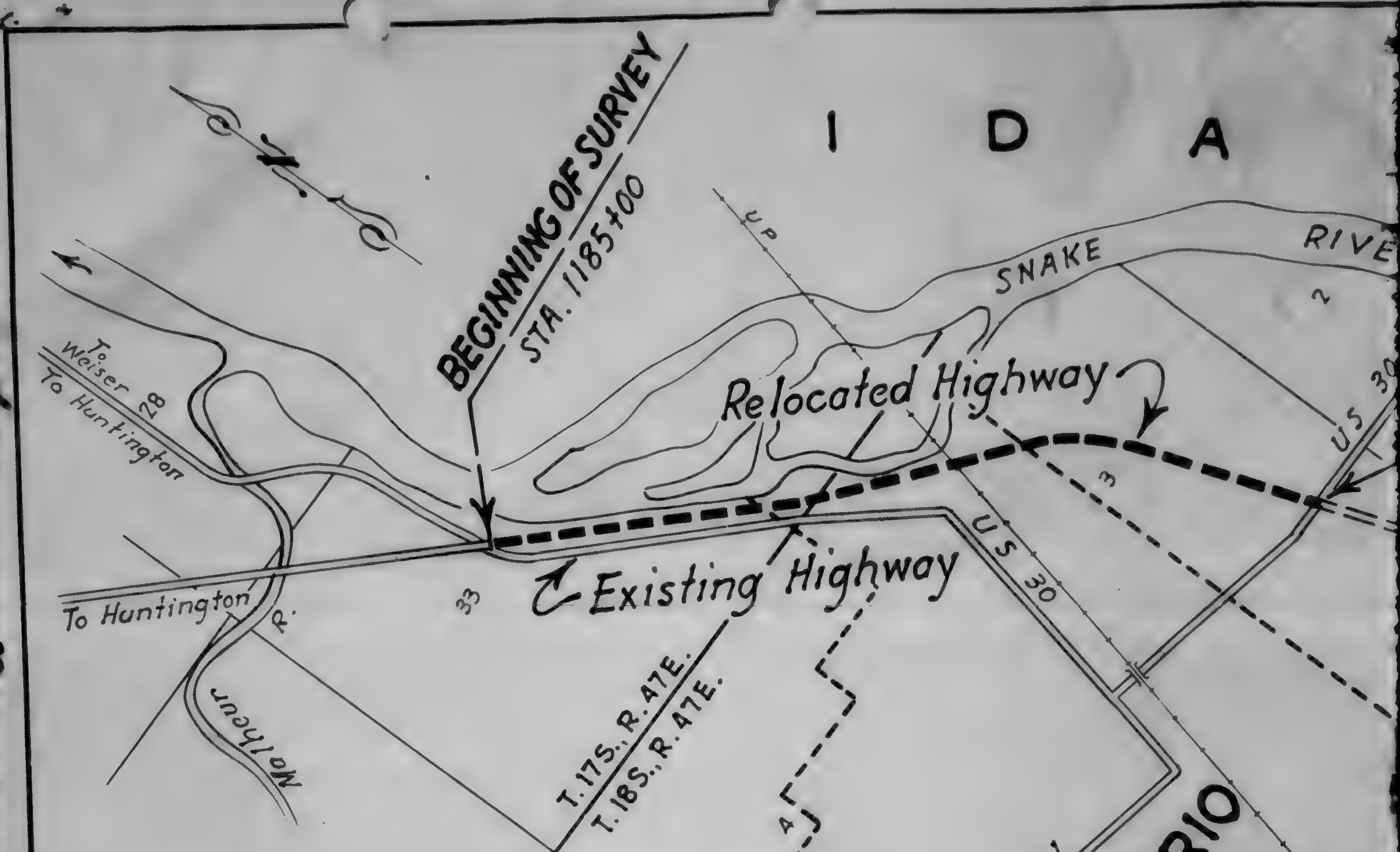
Scale: 1" = 2000'

Feb., 1955

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 2-18-55



APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 2-18-55

BFI-161(20) Divide Overcrossing 1955

#4544

RECEIVED
[illegible] 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 28, 1958

FFI [illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4544	10 F	Hamilton & Thoms	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11538	H213194	$ 2,827.49	5-28-58

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion date: Nov. 30, 1956

Time Extensions: Nov. 30, 1957

Completion Date: Aug. 22, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: May 28, 1958

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 29 1958
GKW.

NOTED ON CARD
OM

RECEIVED
JAN 24 1958
FOR FILING

4544

Jan. 23, 1958

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

State Highway Contract No. 4544 for Divide Overcrossing on the Goshen-Divide Section of the Pacific Highway in Lane County was completed by the contractor, Hamilton and Thoma, on Aug. 22, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $2,827.49 will be released to the contractor on or after Feb. 3, 1958. The total contract amount is $90,909.48, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
em

RECEIVED
SEP 25 1957

FOR FILING

Sept. 24, 1957

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hamilton & Thoms in connection with Contract No. 4544, for Divide Overcrossing on the Goshen-Divide Section of the Pacific Highway in Lane county. This payment, in the amount of $4,599.31, will be released to the contractor on or after October 4, 1957. The retained percentage is $2,724.19.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en
cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
Jm

FORM S-120

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

RECEIVED
AUG 12 1957
FOR FILING

4-1

August 12, 1957

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 8 had under discussion your request for an extension of time from Nov. 30, 1956 to Nov. 30, 1957 within which to complete your Contract No. 4544, for Overcrossing on the Goshen-Divide Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: P. M. Stephenson
F. D. Morgan
Robert Ellison

RECEIVED
JUL 26 1957
FOR FILING

[illegible]
4544

July 26, 1957

Request for extension of time
No. 6
August 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Re: [illegible] Overcrossing
on the Pacific Highway
Contract No. [illegible]

[illegible], contractors on the [illegible] Overcrossing on the Pacific Highway, have requested an extension of time from [illegible] to [illegible] in which to complete the contract.

All work on this contract was completed on July [illegible], 1957, with the exception of removing the old structure. The removal of this structure was contingent on the completion of the approach fills to the new structure and the routing of traffic over the new structure. [illegible] completed and traffic routed over the new structure. The contractor can now commence and remove the old structure.

As the delay is no responsibility of the contractor, it is recommended that this extension of time be granted without penalty. [illegible] in this recommendation. This contract does not carry the liquidated damage provision.

Very truly yours,

[illegible]
State Highway Engineer

[illegible]/mm

[illegible]

RECEIVED
MAY 27 1957
FOR FILING

FORM E-30X 27½ 3-54 73730
BFI 761 (2)
4544

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 24, 1957

SUBJECT:

To:

C. A. Gardner

We are holding in our safe a warrant pending the receiving of a time extension.

Hamilton and Thoms	Contract 4544	Est 7	$1,927.50

Ledgers Supervisor

cc: Forrest Cooper ✓

RECEIVED
MAY 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 2 - 1956
FOR FILING

[illegible]
4544

May 2, 1956

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. L. R. Smith, Superintendent

Re: Policy MC 3-21-04-Southern Pacific Company

Gentlemen:

I am in receipt of a carbon copy of a letter directed to you by Hansen & Rowland, Inc., General Agents, Tacoma, Washington, on April 30, 1956, concerning a copy of Western Assurance Company Policy MC 3-21-04 furnished by Hamilton and Thoms in connection with State Highway Contract No. 4544 covering construction of the Divide Overcrossing of the Southern Pacific Company tracks in Lane County.

The original and one certified copy of the policy referred to was received in this office on or about April 17, 1956, and was referred to our legal counsel to pass on the form. It is my understanding that the coverage provided by this policy is adequate and that both copies of the policy have been given to our Bridge Department for further handling. I also understand that one copy of the policy will be forwarded to you within the next day or so.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Hansen & Rowland Inc.
General Agents
Tacoma 1, Washington

Attention: Ralph O. Boden
Vice President

Bridge Department

NOTED
FORREST COOPER

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA 1, WASHINGTON

H & R
"Since 1890"

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

April 30, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: Mr. L. R. Smith, Superintendent

Re: Policy MC 3-21-04 - Southern Pacific Company

Gentlemen:

We have your letter of April 26, 1956, advising that you did not receive a certified copy of the Western Assurance Company Policy MC 3-21-04 in connection with Hamilton & Thoms' contract with the Oregon State Highway Commission on the Divide Overcrossing.

With our letter of April 16, 1956, we submitted to Mr. H. B. Glaisyer an original and one certified copy of this policy and we assume that the certified copy was intended to be forwarded to you in due course. We are accordingly sending Mr. Glaisyer a copy of this letter in order that the matter of a certified copy may be traced in Salem.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

Ralph O. Boden
Vice President

ROB:jsm

cc - Mr. H. B. Glaisyer
Oregon State Highway Commission
State of Oregon
Salem, Oregon

RECEIVED
MAY 1 1956
OREGON
STATE HIGHWAY COMMISSION

LETTER TO SP Co
DATE 5-2-56
cc - [illegible]
[illegible]

RECEIVED
JAN 3 1956
FOR FILING

FORM 230—30M—2-55—23956
[illegible]
4544

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 30, 1955

RAILROAD COMPANIES
FILE No. 4544

SUBJECT: File No. R-24204 Pux 128
Relocated Divide Overcrossing
Lane County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Forrest Cooper (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)

Herewith I hand you multilithed copy of construction agreement covering the Relocated Divide Overcrossing in Lane County.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

Mr. Cecil Gardner has policies.

RECEIVED
MAY 25 1956

FOR FILING

PFI-11[illegible]

4549

[illegible]

Salem, Oregon
November 15, 1955

R-24204 Pux 128
Divide Overcrossing

Mr. J. W. DeSouza
Assistant Counsel
Office

Dear Mr. DeSouza:

Attached are the original and first copy of an easement agreement and original and first copy of a construction agreement with the Southern Pacific Company relative to the Divide Overcrossing project, made necessary by the revised location of the Pacific Highway in Lane County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper officials of the Railroad Company.

When fully signed please return one copy of each agreement to this office for the Commission's files.

Very truly yours

Secretary

rn
Attach: 4

not in files
1-19-56
3 [illegible]

Filed
P.F. 4524 ✓

FORM E-20 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 28, 1955

SUBJECT: R-24204 Pux 128
Divide Overcrossing

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement, relative to the Divide Overcrossing project, made necessary by the revised location of the Pacific Highway in Lane County.

These instruments have been approved as to form, and the descriptions in the easement have been checked by Mr. J. W. McCallister under date of October 27.

Attention is called to paragraph (e) of Section 2, on page 3, which relates to possible future removal of the new structure. Conditions similar to this were included in the original Divide and Comstock Overcrossing agreements, but for a great number of years did not appear in subsequent agreements. Possibly the Comstock, South Sixth Street and Chemult projects have suggested the readoption of the requirement and it may be expected to be included in future Southern Pacific Company agreements.

After execution by the State Highway Commission and acknowledgment of the easement agreement, please return all copies direct to me for further handling.

Very truly yours,

AUTHORIZED BY HIGHWAY COMMISSION
DATE Bids Received 9-22-55
Secretary

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. C. W. Enfield

2 A attached
2 copies of [illegible] to be signed

A

RECEIVED
NOV 10 1955
FOR FILING

BFI - 41 (22)
4544

November 9, 1955

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4544, which was awarded to you by the State Highway Commission on October 26, covering bridge on the Goshen-Divide Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1955
FOR FILING

PE1-761(21)

4544

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 28, 1955

SUBJECT: R-24204 Pux 128
Divide Overcrossing

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Herewith I hand you for execution by the State Highway Commission original and first copy of easement agreement and original and first copy of construction agreement, relative to the Divide Overcrossing project, made necessary by the revised location of the Pacific Highway in Lane County.

These instruments have been approved as to form, and the descriptions in the easement have been checked by Mr. J. W. McCallister under date of October 27.

Attention is called to paragraph (e) of Section 2, on page 3, which relates to possible future removal of the new structure. Conditions similar to this were included in the original Divide and Comstock Overcrossing agreements, but for a great number of years did not appear in subsequent agreements. Possibly the Comstock, South Sixth Street and Chemult projects have suggested the readoption of the requirement and it may be expected to be included in future Southern Pacific Company agreements.

After execution by the State Highway Commission and acknowledgment of the easement agreement, please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
OCT 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
ENCL.
cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. C. W. Enfield

NOTED
G. S. PAXSON

RECEIVED
NOV 1 1955
FOR FILING

EFI-161(20)

4511

October 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Divide Overcrossing
F.A.P. Oregon EFI-161(20)

On September 22, 1955, the Highway Commission accepted the low bid of Hamilton & Thoms of Eugene in the amount of $90,960 for the above project and instructed the State Highway Engineer to award the contract to the low bidder as soon as necessary rights of way were acquired and other matters with the Southern Pacific Company were settled to the satisfaction of the Engineer. All rights of way for the project have been acquired. The matters with the Southern Pacific Company have been completed to the satisfaction of the Engineer, and he proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of this contract.

Attached is a letter, dated October 20, from the Southern Pacific Company indicating their approval of the plans and specifications for the job. The item of insurance coverages contained in the second paragraph of the letter is still under discussion with Southern Pacific Company officials. We will have the contractor furnish insurance to the satisfaction of the Southern Pacific Company.

There are also attached three copies (unsigned) of the agreement between the State and the railroad for the project. Executed copies of this agreement will be furnished you when all of the necessary signatures are obtained to the document.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/dp
Attached

cc C. A. Gardner

1632

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

L. R. HOPKINS
SUPERINTENDENT

IN REPLY PLEASE REFER TO

PD-21839

October 20, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - Mr. P. M. Stephenson
Bridge Engineer

Dear Sir:

Please refer to your letter of September 16th with which you sent us 3 sets of complete plans and specifications for the new Divide overhead and removal of existing structure. We are returning one copy of the specifications and 1 set of prints approved by our Chief Engineer.

The specification provisions are satisfactory from an engineering standpoint, however, our Legal Department feels that the limits of insurance should be raised to $200,000/500,000 Bodily Injury and $100,000/200,000 Property Damage for State of Oregon highway projects. This is in line with correspondence between your Mr. C. W. Enfield and our Mr. Crocker on general subject of insurance. However, the agreement between Hamilton & Thoms, your contractor, calls for $200,000/400,00 Bodily Injury and $50,000/100,000 Property Damage.

Yours truly,

RECEIVED
OCT 24 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
OCT 27 1955
FOR FILING

BF1-16(50)
4544

October 26, 1955

Hamilton & Thoms
P. O. Box 746
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 22, 1955 accepted your proposal for construction of a concrete viaduct over Southern Pacific Company tracks near Divide on the Pacific Highway in Lane County for the sum of $90,980 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4544.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, SIAC
H. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 26, 1955
8:52 a.m.

Hamilton & Thoms
P.O. Box 726
Eugene, Oregon

Contract for Divide Overcrossing, Lane County for which you submitted low bid on September 22, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
Files ✓
C. W. Head

J. W. De Souza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 2[illegible] 1955
FOR FILING

FORM E-30 25M 9-51 62315

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 27, 1955

SUBJECT: PUX 128
Relocated Divide Overcrossing
Lane County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)
Mr. H. B. Simpson
Mr. C. W. Enfield

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith I hand you a copy of PUC Order No. 33892, issued by the Public Utilities Commissioner under date of July 21, 1955, authorizing the construction of the Relocated Divide Overcrossing project and the removal of the existing structure on the Pacific Highway in Lane County.

The order appears to cover all the relief requested by the Highway Commission.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
JUL 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Order #33892

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2463

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company near Divide, known as the RELOCATED DIVIDE OVERCROSSING, and for authority to remove, vacate and abandon the existing overcrossing structure in the vicinity thereof, all in the Southwest quarter of the Southwest quarter (SW¼SW¼) of Section 12, Township 21 South, Range 4 West, W.M., in Lane County, Oregon.	ORDER

The above entitled matter was duly heard on Thursday, June 30, 1955, at 1:00 P.M., in the Lane County Courthouse, Eugene, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
In behalf of Oregon State Highway Commission;

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company.

On April 18, 1955, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, filed its application for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company near Divide, known as the Relocated Divide Overcrossing, and for authority to remove, vacate and abandon the existing overcrossing structure in the vicinity thereof, all in Lane County, Oregon.

Southern Pacific Company and Lane County do not oppose the issuance of an order in accordance with the terms of the application.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The proposed overcrossing structure will be part of a connection between the existing Pacific Highway and the newly constructed Pacific Highway lying south of the Southern Pacific tracks.

It will replace an obsolete and narrow structure which has been in use since 1925 and which is no longer adequate for the present day traffic.

The proposed structure will be 353 feet in length, will consist of five concrete spans plus two cantilever spans, one on each end, will have a roadway width of 26 feet and will cross the tracks of Southern Pacific Company at an angle of 37 degrees and 34 minutes.

The crossing of the railroad track is approximately at mid-point of a vertical curve which is connected on both sides by approaches on an ascending grade of 3.77%.

The vertical and horizontal clearances which will be provided upon completion of the structure will be in excess of those set forth in P.U.C. Oregon Order No. 33700; however, during the construction period, erection of falsework will necessarily limit the vertical clearance above the track to 21 feet.

The estimated daily traffic over the structure upon completion will be 2,000 vehicles per day and normal annual increases are expected. Approximately 16 train movements per day are conducted over the tracks beneath the proposed structure at the present time.

Applicant agrees to bear all expenses in connection with the construction of the project and will reimburse Southern Pacific Company for all necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto.

Southern Pacific Company will furnish such watchman and flagman services as may be necessary to safeguard railroad operations during the construction period, remove and reinstall such right of way fences, signal and communication lines as may be necessary to the construction of the project.

Upon completion, the overcrossing structure and the roadway thereon will be maintained by Applicant, and the track structure and its appurtenances will be maintained by Southern Pacific Company.

After completion, the present overcrossing structure, designated as Crossing No. C-621.7-A, will be dismantled and removed from above the tracks and right of way of Southern Pacific Company. Applicant will bear all expense incurred in removing the existing overcrossing structure.

From the foregoing, it is concluded that the construction of an overcrossing structure at this location is a necessary part of the revising and realigning of the Pacific Highway, will provide a better facility for modern traffic, will eliminate an obsolete and inadequate structure, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company near Divide, known as the Relocated Divide Overcrossing, and for authority to remove, vacate and abandon the existing overcrossing structure in the vicinity thereof, all in the Southwest quarter of the Southwest quarter of Section 12, Township 21 South, Range 4 West, Willamette Meridian, in Lane County, Oregon, is granted; and it is further

ORDERED that the structure be constructed in a good and workmanlike manner, in accordance with current engineering standards, and in conformity as to design and location with plans and profiles submitted with the application and by this reference made a part hereof, or acceptable revisions thereof; and it is further

ORDERED that all costs of construction shall be borne by Oregon State Highway Commission, and that Southern Pacific Company be reimbursed for all expense made necessary in safeguarding its interests during the construction period such as the furnishing of such watchman and flagman services as may be necessary, the removal, revising and reinstalling of signal or communication systems, the removal and replacement of right of way fences, etc., which expenses are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that the structure, when completed, together with the highway facilities thereon, shall be maintained by Oregon State Highway Commission; and the railroad track and roadbed and appurtenances thereto beneath the structure shall be maintained by Southern Pacific Company; and it is further

ORDERED that the vertical clearance of 21 feet above top of rail which necessarily will be caused by erection of falsework during the construction period and which impairs the standard vertical clearance as set forth in P.U.C. Oregon Order No. 33700 to the extent of one foot six inches, is herein authorized for such period as may be necessary to complete the structure; and it is further

ORDERED that the designation C-621.68-A shall be assigned to the structure, affixed thereto and thereafter maintained by Oregon State Highway Commission as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon; and it is further

ORDERED that upon completion of the structure, its opening to travel and abandonment to traffic of the existing adjacent structure, said structure, known as Crossing No. C-621.7-A shall be removed by and at the expense of Oregon State Highway Commission; and it is further

ORDERED that an impairment to the standard vertical clearance as set forth in P.U.C. Oregon Order No. 33700 to the extent of one foot six inches, thus permitting a vertical clearance of 21 feet above top of rail, is herein authorized during the period of time necessary for the removal of the overcrossing structure known as Crossing No. C-621.7-A; and it is further

ORDERED that Southern Pacific Company is herein authorized to operate over that section of track which may be impaired as set forth above during the time of the construction of the new overcrossing and the removal of the abandoned structure.

Made and entered this 21st day of July, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1955

SUBJECT: Pux 128-Relocated Divide Overcrossing
Southern Pacific Company
Pacific Highway, Lane County

To: MEMORANDUM TO FILE:

NOTED
W. C. WILLIAMS

Hearing on this matter was held before Mr. C. E. Jaqua, sitting as Examiner for the Public Utilities Commissioner, in the Lane County Court House in Eugene, at 1:00 P.M. on Thursday, June 30, 1955.

Southern Pacific Company was represented by Mr. E. L. Graham, attorney, 800 Pacific Building, Portland, and the Highway Commission was represented by the writer.

In my opening statement it was stated that under G.A.M. 325 no cooperation was requested from Southern Pacific Company, and that under the agreement of April 23, 1919, no cooperation was requested in the demolition of the existing structure. It also was stated that Southern Pacific Company should be reimbursed for its expenditures covering the things to be done by railroad company, as set out in the petition, subject to G.A.M. No. 299. The statements made were acceptable to Mr. Graham.

Mr. P. M. Stephenson, Bridge Engineer, was placed on the stand for the Commission in order to present a formal record as to the necessity for the construction, the location thereof, and the type, design, clearances, etc. on the new structure.

With reference to impaired clearances, Mr. Graham called attention to the provision in Order No. 33700 issued by the Public Utilities Commissioner, which supersedes previous Order No. 99, prohibiting the Railroad Company from operating freight cars, locomotives or other rolling equipment where the clearances are less than prescribed in Order No. 33700, and requesting that authorization be given for such operations in addition to the authorization of the Highway Commission to create temporary impaired clearances during the construction of the new structure and the removal of the existing structure. This was a new point to me and I agreed that it would be satisfactory if the order carried both provisions.

It is anticipated that an order authorizing the proposed construction will be issued in due course.

J. W. DeSOUZA
Assistant Counse

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards

RECEIVED
[illegible] 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 1955
FOR FILING

FORM E-30X 3-54 73790
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

Referring to the revised interchange at Divide, which will necessitate construction of some fills on the railroad right of way which is to be done partly by our present grading contractor, Mr. Paxson advises me that the Railroad Company is kindly considering to let us do this work without the necessity of securing a formal permit with the attendant red tape. During the actual performance of the work, please assign an inspector and be sure that nothing is done to interfere with the track, or the movement of trains and be sure that none of the railroads operating properties are damaged.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:of

cc to: G. S. Paxson

RECEIVED
JUN 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APR 19 1955
FOR FILING

[illegible]

FORM E-125 5M REVISED 1-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 18, 1955

Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

Pux 128-Relocated Divide Overcrossing

Dear Sir:

Herewith I hand you original and three copies of application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company near Divide, and for authority to remove, vacate and abandon the existing overcrossing structure in the vicinity thereof, in Lane County, Oregon.

One of the copies is for service upon the county and the other two are for service upon Southern Pacific Company.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

NOTED
G. S. PAXSON

Pux 128

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an overcrossing over and across the tracks and right of way of Southern Pacific Company near Divide, known as the RELOCATED DIVIDE OVER-CROSSING, and for authority to remove, vacate and abandon the existing overcrossing structure in the vicinity thereof, all in the Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 12, Township 21 South, Range 4 West, W.M., in Lane County, Oregon.

P E T I T I O N

No. ______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That heretofore, under date of January 14, 1918, the Public Service Commission of Oregon issued Order No. 325, Docket R-616, authorizing the construction of an overcrossing structure over and across the tracks and right of way of Southern Pacific Company near Divide, Oregon, which said order was supplemented, in matters not here material, by Order No. 374 issued April 29, 1918 and Order No. 1161 issued January 3, 1925, and that in accordance with the authority granted by the said Order No. 325 the proposed overcrossing with its approaches was constructed and continuously thereafter has been and now is used by the traveling public.

IV

That your petitioner now is engaged in the construction of a revised location of the Pacific Highway between a point near Cottage Grove and a point near Divide, and that in connection therewith it will be necessary, desirable and in the public interest to construct a new overcrossing structure with its approaches approximately 145 feet westerly, measured along the railroad, from the existing structure and, upon the completion of the construction thereof and the opening of the same to public travel, to remove, eliminate and abandon the existing overcrossing structure constructed under said Order No. 325, all as shown by drawings Nos. 11890 and 11992 attached hereto and by this reference made a part hereof.

V

That the construction of the said relocated overcrossing structure and the removal of the existing overcrossing structure is necessary and proper for the service, accommodation and convenience of the public, in that the existing overcrossing structure is not adequate for present and future traffic needs and it is not practicable to connect the existing structure with the revised location of the highway.

VI

That the estimated daily traffic at the relocated overcrossing structure upon the completion thereof will be 2000 vehicles per day, based upon 1954 tabulations, with anticipated normal annual increases, and that the traffic upon the railroad is an average of 16 train movements per day.

VII

That the highway grade approaching the said relocated overcrossing structure from the west is an ascending grade of 3.77% and that the grade approaching the said relocated overcrossing structure from the east is an ascending grade of 3.77%, which grades are connected by a vertical curve 900 feet in length.

VIII

That the petitioner proposes that the construction of the relocated overcrossing with its approaches and the removal of the existing overcrossing structure within the railroad right of way shall be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the relocated overcrossing structure with its approaches and for the removal of the existing overcrossing structure and supervise the work to be done.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of General Administrative Memorandum No. 299, issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said relocated overcrossing structure with its appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Make such revisions in existing communication systems as may be required to safeguard them during the construction of the project and reinstall the same in permanent locations after the completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Move and thereafter reinstall such right of way fences as must necessarily be removed for the construction of the project.

(d) Maintain the railroad line with its appurtenances and facilities after construction.

II

It is anticipated that during construction of the relocated structure it will be necessary to temporarily impair the vertical clearances over the tracks of Railroad Company to a clearance of 21' and during the removal of the existing overcrossing structure it will be necessary to temporarily impair the vertical clearances over the tracks of Railroad Company to a clearance of 21'. The said temporary impaired vertical clearances will be removed upon the completion of the construction of the relocated structure and the removal of the existing structure.

IX

That the proposed construction is in the Southwest quarter of the Southwest quarter (SW¼ SW¼) of Section 12, Township 21 South, Range 4 West, W.M., in Lane County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction and removal in accordance herewith, and for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 15th day of April, 1955.

STATE OF OREGON, by and through its
State Highway Commission

C. W. ENFIELD
Assistant Attorney General and Chief Counsel
For the State Highway Commission

[illegible]
Assistant Counsel for the State Highway Commission

P

FORM E-30X 37½ 3-54 73730

Const
Grade & [illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

W. C. WILLIAMS

We have received a plan and profile showing the revised alignment for the Divide Overcrossing, and in response to your request are sending you under separate cover three prints and two to Resident Engineer Decker.

It would seem that the best way to get the grading done would be by price agreement with the contractor on the Coast Fork-Divide grading project, if he will do it for his contract prices. If the cost, which is estimated at $12,000, can be absorbed in the present contract, no further action would be necessary; however, it appears that an overrun will occur now or later and a request for an increase in the authorization should be made at the appropriate time.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams

RECEIVED
SEP 21 1955
FOR FILING

EFI-161(20)
4E-4
08-35

September 7, 1955

[illegible]
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project EFI-161(20), Coast Fork Willamette River-Divide Section of the Pacific Highway (Bridge No. 163-A, Divide Undercrossing).

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending receipt of copies of a satisfactory State-railroad agreement and a set of plans signed and approved by the railroad company.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
SEP 20 1955
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

S-222(1) Hellgate Canyon Sec., Galice 1955
County Road
#4545

FAS 17-102
Josephine Co

ROOM 106, COURTHOUSE
GRANTS PASS, OREGON 97526
479-5110

RICHARD L. TEMPLIN
COUNTY SURVEYOR

COUNTY SURVEYOR
JOSEPHINE COUNTY
OREGON

Contract 4545
L-222-(1)

January 9, 1974

RECEIVED
COUNTY & CITY SECTION
JAN 10 1974
☑ ENGR. ☑ COOR. ☑ CE ☒ TE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Mr. Harold Reynoldson
Rural Program Engineer
O.S.H.D., Highway Building
Salem, Or. 97310

Re: Hells Gate Bridge-Brockman Gulch Sec.
Merlin-Galice Road
FAS 17-102 (Formerly FAS 594)
Josephine County

Dear Sir:

Enclosed are copies of the following Resolutions, Agreements and deeds as requested by you:

1. Deed Vol. 181, Pages 24-27, recorded 11/7/1955, COPCO to Josephine Co.
2. Deed Vol. 181, Pages 20, 21, recorded 11/7/55, Lloyd M. and Mary E. Harlacher to Josephine County.
3. Deed Vol. 181, Pages 22, 23, recorded 11/7/55, Florence Kruse to Josephine County.
4. A. Agreement between Jack & Berthel Russell and Josephine County for trade of right of way purchased from Russells, dated 1/12/1956.
    B. Deed Vol. 226, Page 537, Jack and Berthel Russell to Josephine County. Deed is dated 1/12/1956 and recorded 3/27/1963.
    C. Deed Vol. 191, Pages 253, 254, recorded 10/22/1957, Josephine County to Jack Russell et ux.
5. A. Agreement between Lloyd M. & Mary E. Harlacher & Josephine County for exchange of right of way, dated 1/11/1956.
    B. Deed Vol. 187, Page 322, recorded 1/16/1957, Lloyd M. Harlacher et ux to Josephine County.
    C. Deed Vol. 191, Pages 255, 256, recorded 10/22/1957, Josephine County to Lloyd M. Harlacher, et ux.
6. A. Letter to Florence Kruse from Josephine County dated 1/13/1956. This explains the change in road alignment and the fact that Mr. and Mrs. Russell were buying on contract from Kruse.
    B. Deed Vol. 187, Page 323, recorded 1/16/1957, Florence E. Kruse to Josephine County. Note: No deed record of Josephine County to Kruse. This would be included in deed from Josephine County to Russell.
7. Resolution by Josephine County Commissioners- description of land to be acquired and parcel to be vacated, dated 2/9/1956.
8. Resolution dated 10/3/1956- proceedings and final order dated 1/15/1957 on vacation and reversion of old Merlin-Galice Road. These proceedings are recorded in the Commissioners Journal.

To Mel Jacobson
1/11/74
H.R.

I referred to OSHD map #7B-34-9, Hells Gate Bridge-Brockman Gulch Sec. dated August, 1955, and Josephine County right of way map dated January, 1956. I am sending you a copy of the Josephine County right of way map and also aerials of the area, which shows plainly the old and new right of way.

If I have omitted anything, or you have any questions, please contact me.

Sincerely,

Rosa L. Wilde

Rosa L. Wilde
Secretary
Richard L. Templin
County Surveyor

bc: Mel Jacobson

Mr. Richard Templin
County Surveyor
Courthouse
Grants Pass, Oregon 97526

January 3, 1974

Re: Hells Gate Bridge-Brockman Gulch Sect.
Merlin-Galice Road
FAS 17-102 (Formerly FAS 594)
Josephine County

Dear Mr. Templin:

We sent Josephine County a number of copies of each of the real estate options to cover the additional right-of-way for this project. The County returned one signed copy of each of these in October of 1955. (Copy of the transmittal letter is enclosed.)

However, since then we have received nothing that indicates that the County ever completed the acquisition of these properties by the recording of a deed for each. Would you please inform us of the disposition of this right-of-way, and send us a copy of each deed with the recording data noted thereon.

We would greatly appeciate this information to complete our files.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

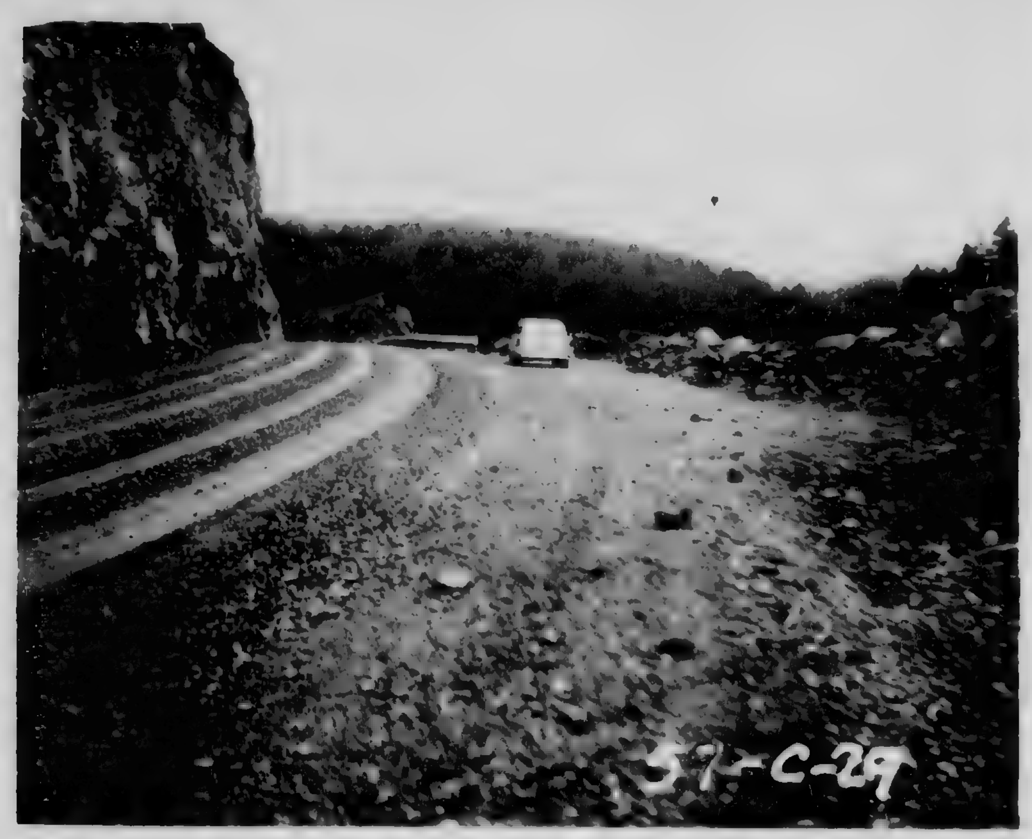
HR:ljt
Encl.

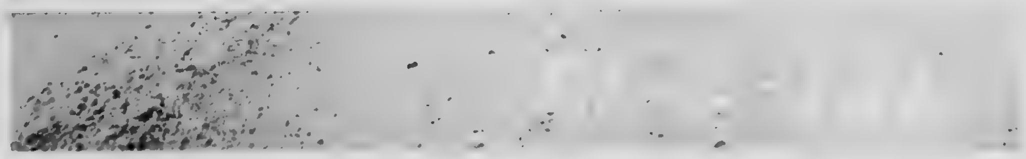
FAS [illegible] County [illegible] Contract No. [illegible] 57-C-123

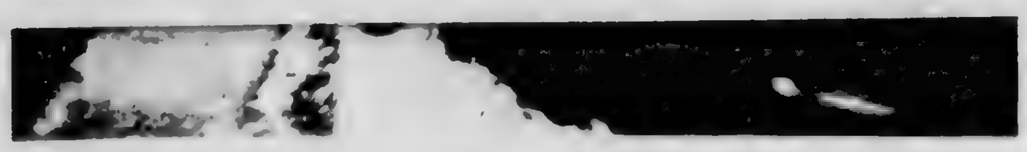
Section [illegible] 57-C 19.2

Location [illegible]

57-C-28 }







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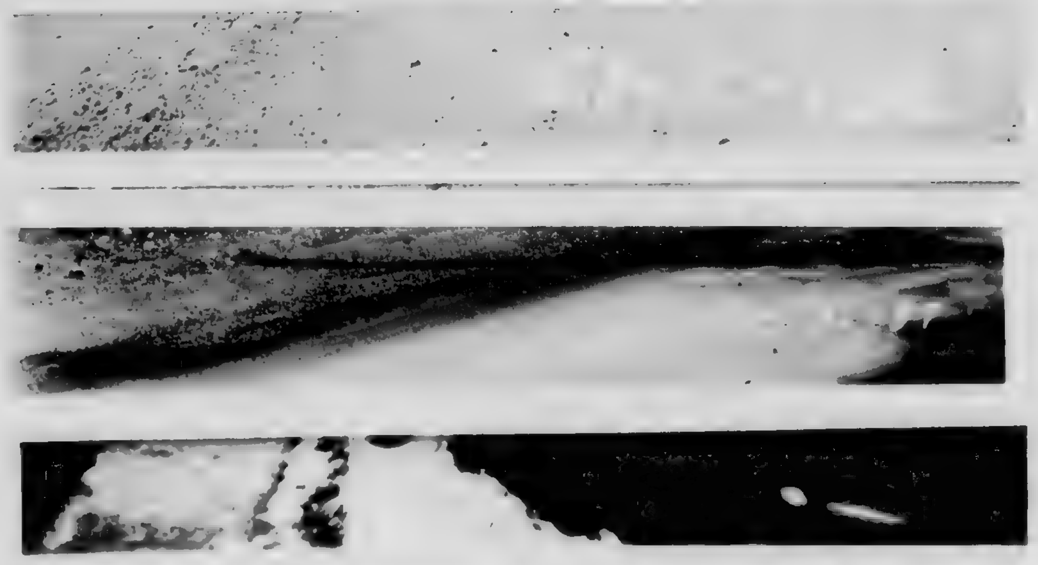

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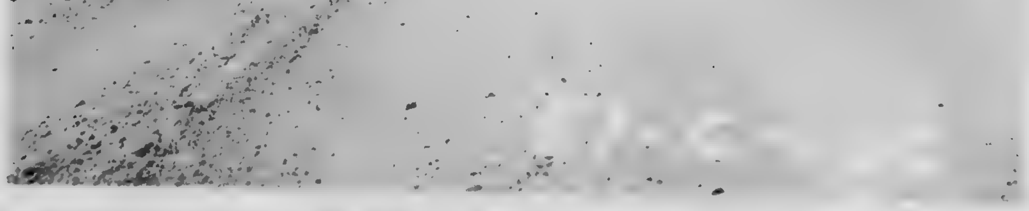

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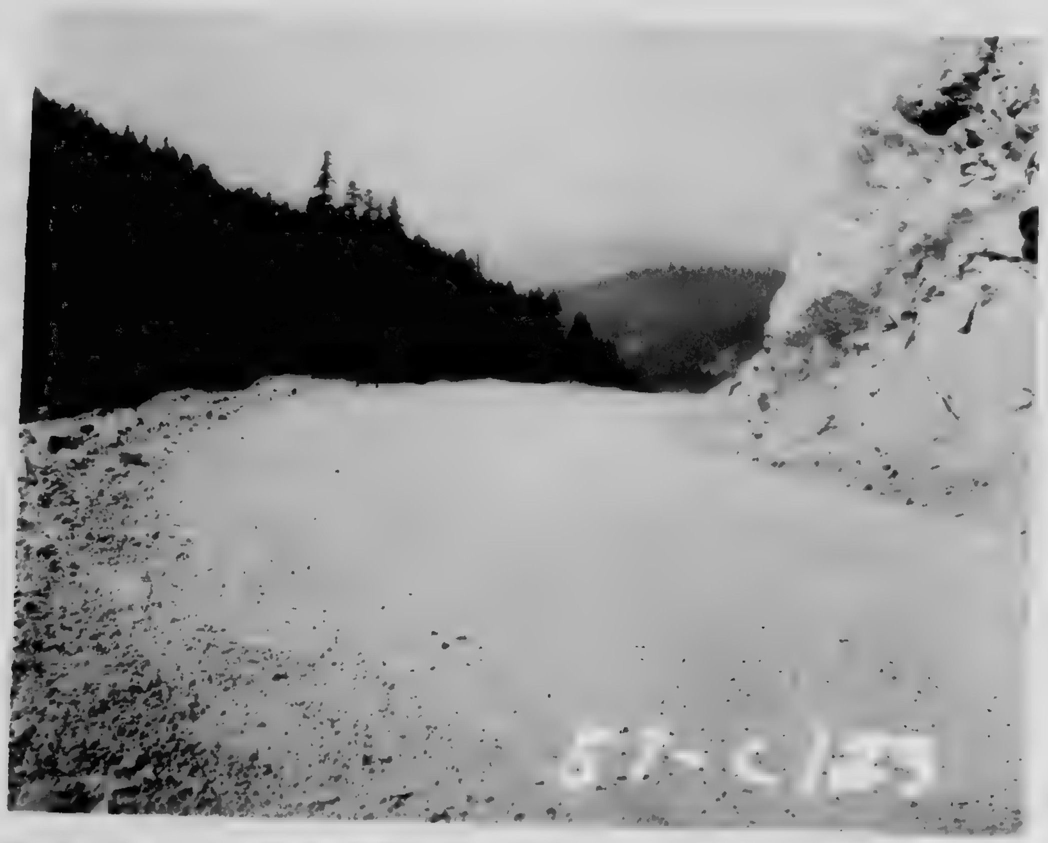
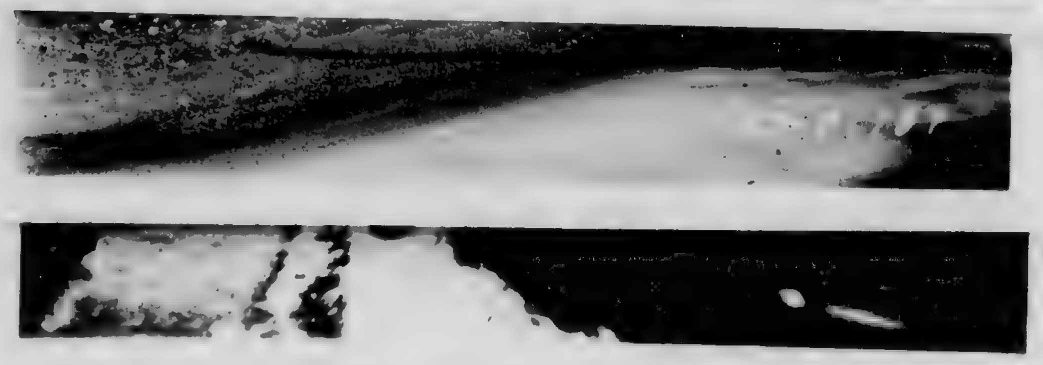

57-C-123



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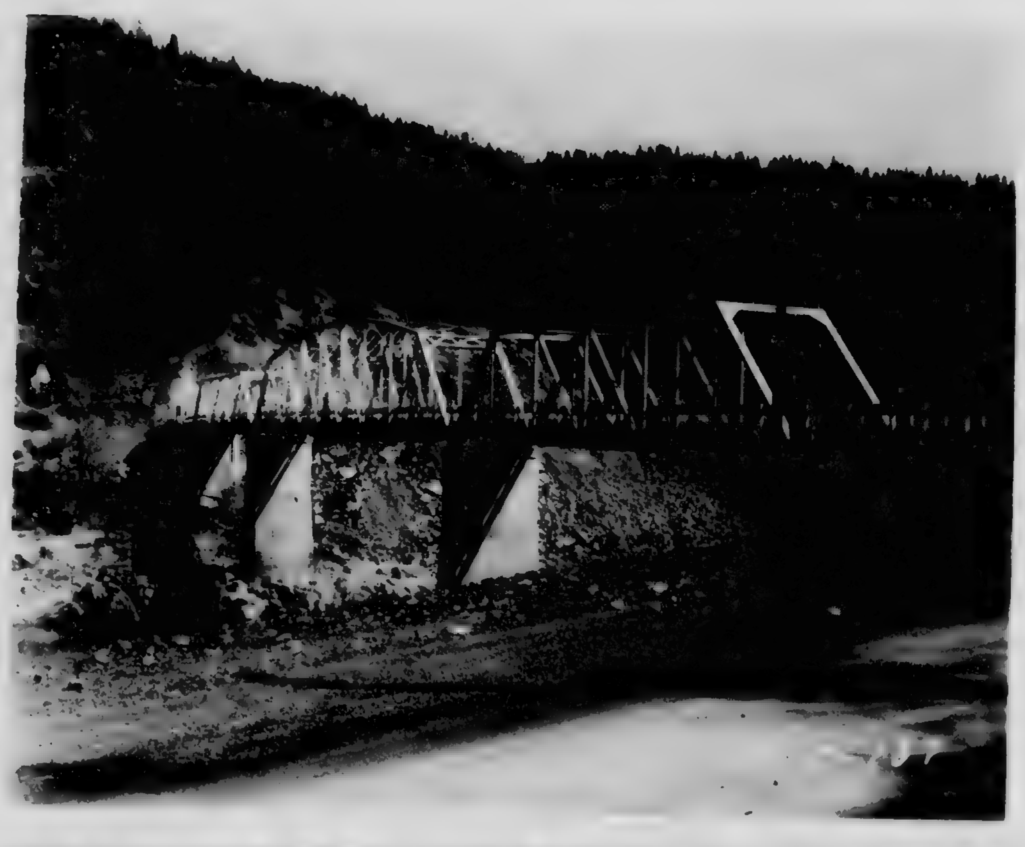

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1959

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1957

c-123
Cont.
c-122

Form K-150—10M—7-56

INVOICE

NOTED

NOTED
Harold C. Ayers

Oregon State Highway Department

SALEM, OREGON

Contract 4545
S-222 (1)

Josephine County
Grants Pass, Oregon

Attn: County Court

NOTED

Invoice No. 50306

Date April 26, 1957

Your Req. No.

Billing Request No. co 317

Credit distribution: 517-1021-297

Final Billing Hellgate Canyon Section, FAS 594, covered by agreement dated 9/11/55.

Original advance deposit	23,800.00	
Less amount previously transferred	18,800.00	
Balance in advance deposit fund		5,000.00
County Share total cost as per attached statement	22,959.64	
Less amount previously transferred	18,800.00	
Balance		4,159.64
To be Refunded		$840.36

RECEIVED
APR 29 1957

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................
By..

NOTED
C. G. SWENSON

State Printing 98055

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

NOTED
V. R JONES

April 25, 1957

NOTED
Harold C. Avers

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Hellgate Canyon section of FAS 594 and it has been determined that the agreed county share of these costs as shown in the attached statement is $22,959.64. As the county initially deposited $23,800 a refund of $840.36 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. G. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County JOSEPHINE

Contract No. 4545

Date 4 23 57

(Completed [illegible])

FAS 594

Section Hellgate Canyon

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$5,500.00	100%	$ 5,5[illegible]
2. Drainage excav., unclassified	c.y.	3.00	1,149.26	3,447.78
3. General excavation,	c.y.	[illegible]	147,841.4	73,[illegible]
4. Short overhaul	yd. sta.	[illegible]	312,84[illegible]	[illegible],256.82
5. Long	yd. mi.	.4[illegible]	1,[illegible]24.6	7[illegible].64
6. Finishing roadbed & slopes	mile	7[illegible]	[illegible].4[illegible]	[illegible]
7. 12" corrugated metal pipe	l.f.	3.[illegible]	3[illegible]	[illegible].6[illegible]
8. 18"	l.f.	[illegible]	58[illegible]	[illegible]
9. 24"	l.f.	[illegible]	[illegible]	3,[illegible]
11. 30"	l.f.	[illegible]	[illegible]	[illegible]
12. 120" structural plate pipe	l.f.	[illegible]	8[illegible]	[illegible],68[illegible]
13. Removing & reinstalling sloping and sections	All	30[illegible]	100%	30[illegible]
FA-1 - 6" perforated metal drain pipe, [redacted] uncoated	l.f.	[illegible]	1,[illegible]	1,51[illegible]
Bar-run gravel backfill	c.y.	3.[illegible]	2[illegible].77	878.37
Flagging (5%)				[illegible].28

Subtotal . . . . $1[illegible]

Construction Engineering . . . . [illegible],422.[illegible]

TOTAL CONSTRUCTION COSTS . . . . . . $118,[illegible].27

FEDERAL FUNDS COLLECTED FOR PROJECT $ 72,[illegible]

AGREED COUNTY SHARE OF TOTAL COST
(50% of difference between total costs and federal funds)
($118,[illegible].27 - $72,[illegible]) ÷ 2 = $22,[illegible].64

County Advance Deposit	$23,[illegible]
Less Agreed County Share	22,[illegible].64
REFUND DUE COUNTY.......	$ 54[illegible].3[illegible]

JFB:mm

RECEIVED
APR 26 1957
FOR FILING

[illegible]ED
W. C. WILLIAMS

Hellgate Canyon
Contract No. 4545

FINAL COST ANALYSIS

April 22, 1957

Grading
Allum Bros., Contractor
Glenn Roberts, Resident Engineer

Galice Road
Prefix: 517-1021-201 (41)

Item 4545	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$3,962.07	$5,500.00	$ 3,962.07	$ 5,500.00
Drainage excav, Unclass.	1,149.26	Cu. Yds.	2.82	3.00	3,241.26	3,447.87
Gen. Excav., Unclass.	147,841.4	Cu. Yds.	0.77	0.50	114,222.85	73,920.70
Short Overhaul	312,841	Yd. Sta.	0.03	0.02	9,619.00	6,256.82
Long Overhaul	1,924.6	C-yd. Sta.	0.61	0.40	1,183.52	769.84
Fin. R/B and Slopes	1.47	Mile	1,076.15	700.00	1,581.95	1,029.00
12" Corr. Metal Pipe	36	Lin. Ft.	2.63	3.10	94.80	111.60
18" Corr. Metal Pipe	380	Lin. Ft.	3.62	3.90	1,379.29	1,482.00
24" Corr. Metal Pipe	600	Lin. Ft.	6.07	5.50	3,647.30	3,300.00
36" Corr. Metal Pipe	66	Lin. Ft.	11.14	9.85	735.63	650.10
120" Struct. Plate Pipe	86	Lin. Ft.	94.12	80.00	8,095.12	6,880.00
Removing and Reinstalling Sloping End Sections	100%	All	216.51	300.00	216.51	300.00
PA #7 6" Perf. Metal Drain Pipe, Uncoated	1,010	Lin. Ft.	1.13	1.50	1,141.89	1,515.00
PA #1 Bar Run Gravel Backfill	292.79	Cu. Yd.	2.84	3.00	832.70	878.37
*Force Account					555.98	555.98
					$150,509.87	$106,597.19

*State's Portion of Flagging Costs

Total Cost of Project	$150,509.87
Gross Revenue	106,597.19
Net Loss	$ 43,912.68

Net Loss Equals 41.0% of Gross Revenue

DETAIL OF COST

Labor:					
Labor				$ 56,100.25	
Labor Insurance				3,366.03	$59,466.28
Materials:					
12" Corr. Metal Pipe	36	Lin. Ft.	At $ 2.00	$ 72.00	
Bands	1	Each	" 2.00	2.00	
18" Corr. Metal Pipe	380	Lin. Ft.	" 2.79	1,060.20	
Bands	22	Each	" 2.79	61.38	
24" Corr. Metal Pipe	600	Lin. Ft.	" 4.35	2,610.00	
Bands	39	Each	" 4.35	169.65	
36" Corr. Metal Pipe	66	Lin. Ft.	" 8.51	561.66	
Bands	3	Each	" 8.51	25.53	
120" Struct. Plate	86	Lin. Ft.	" 48.23	4,147.78	
Extra Pieces for 120" Struct. Plate, 8 Ga.	6		" 75.64	453.84	
Extra Pieces for 120" Struc. Plate, 7 Ga.	3		" 80.51	241.53	
Extra Bolts and Nuts	100		" 0.23	23.00	
Extra Bolts and Nuts	1,050		" 0.22	231.00	
6" Perf. Metal Drain Pipe	1,010	Lin. Ft.	" 0.83	838.30	
Bands	50	Each	" 1.02	51.00	
Royalty Paid on Pit Run Aggregate	292.79	Cu. Yd.	0.10	29.28	$10,578.15
Equipment Rentals and Misc. Supplies:					
Equipment Rental (Own)				$ 49,315.86	
Equipment Rental (Hired)				5,700.00	
Gas, Oil, and Grease				6,108.04	
Bond				619.32	
Liability Insurance				701.25	
Small Tools				382.36	
Powder and Caps				7,206.95	
Freight				5,494.17	
Home Office and General Overhead				4,937.49	$80,465.44
					$150,509.87

Remarks:

This was a "Federal Aid Secondary Project" located on the Galice Road in Josephine County. The easterly end of the project was approximately 8.35 miles westerly from the junction of the Galice County Road with the Pacific Highway at Mile Point 273.6, about 5 miles north of Grants Pass. The westerly end of the project was approximately 0.65 mile easterly of the Hells Gate Bridge over the Rogue River, about 4 miles east of Galice. The overall length of the project was 1.47 miles.

The work to be done consisted of the construction of 1.47 miles of highway roadbed and such additional and incidental work as called for in the plans and specifications.

The project was bid by Allum Bros., contractors, on September 23, 1955 and was awarded to them on October 28, 1955.

During the week ending October 29, 1955 the contractor began clearing using two TD-21's with bulldozers and a crew of six men. Excellent progress was made in this phase of work and the clearing was completed during the week ending November 19, 1955.

The contractor began grading on November 7, 1955, using a TD-21 with a scraper and a TD-21 with a bulldozer for a pusher. The grading progressed very slowly due to the lack of equipment. Work continued in this manner until December 2, 1955 at which time the contractor concentrated his effort entirely on the installation of a 120-inch structural plate culvert. Before this work was completed the Rogue River flooded the culvert site on Hog Creek. This caused considerable damage to the culvert and a number of sections had to be replaced.

During the week ending December 31, 1955 the contractor began drilling the rock cuts. This was the only work done, except for installing culvert pipe, until February 9, 1956, at which time he began grading again, using three Allis-Chalmers scrapers, an HD-21 with scraper, two HD-21's with bulldozers, a 2½-cubic yard shovel, a Euclid dump truck, a turnapull with rock wagon, an AC Model 40 power grader and a complete drilling outfit. This work progressed fairly well, except during periods of excessive moisture, until the project became entirely a truck and shovel operation.

From this time until the contract was completed progress was very slow and at periods practically nil due to lack of equipment and supervision.

The project shows a heavy loss due to very poor supervision, low bid prices and not having enough equipment on the project to operate efficiently.

M. N. Juve
Chief Cost Analyst

By

F. W. Sugnet

NOTED
Harold C. Ayers

NOTED
V. R. JONES

March 5, 1957

Josephine County Court
Courthouse
Grants Pass, Oregon

(FAS 594)

NOTED
J. F. [illegible]

Gentlemen:

Attached is a copy of the Bureau of Land Management's decision on the application for right-of-way through Government-owned lands on the Hell Gate Bridge-Brockman Gulch section of the Merlin-Galice County Road. Attached also is a map showing the above described lands.

This copy of the decision and print of the map are for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

For letter from Earl Saling, 3-1-57,
See 1958-59 Fas Co Rd Program File

NOTED
V R JONES

NOTED
J. W. CATTRALL

FORM 530-X—12½M—6-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 29, 1956
Salem, Oregon

SUBJECT: File No. 23919 - U.S. Gov't.
Hell's Gate Bridge-Brockman Gulch
Merlin-Galice County Rd.

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Attached you will find two copies of the Land Office Decision dated February 24, 1956, approving our application, File No. 23919, for right of way for the Hell's Gate Bridge-Brockman Gulch Section of the Merlin-Galice County Road in Josephine County.

Three prints of the map showing the location of the right of way were sent to you with a copy of our application. The rendering of the Decision completes the application.

Earl F. Saling
Right of Way Office Manager

WC:ah

enc. Copy of letter and 2 copies of Decision
cc: R. L. Porter
cc: S. N. Mayhew
cc: John W. Cattrall (2 copies of Decision)
cc: Edwin Pease (1 copy of Decision)
cc: Ruth Keller (Original and copy of Decision)

[illegible]

RECEIVED
MAR - 1 1956

Form No. 41-146
Dec. '53

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
1001 N. E. Lloyd Blvd.
P. O. Box 3861
Portland 8, Oregon
DECISION

Date February 24, 1956

Name:
Oregon State Highway Commission

Date Map Filed: August 29, 1955

Land affected:
SW¼ SW¼ sec. 3
NW¼ SE¼, Lots 7 & 8 sec. 4
Lot 1 sec. 9
Lot 1, SE¼ NE¼ sec. 10,
T. 35 S., R. 7 W., W. M., Oregon

Highway Application
Oregon 04667
(File No. 23919, Hell's
Gate Bridge-Brockman Gulch
sec., Merlin-Galice Co. Rd. R/W)

The application and map filed by the above-named State for a highway right-of-way over public lands, under section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18) have been examined and found to conform to the regulations. The Public Roads Administration has determined that the land is necessary for the purpose specified in the act.

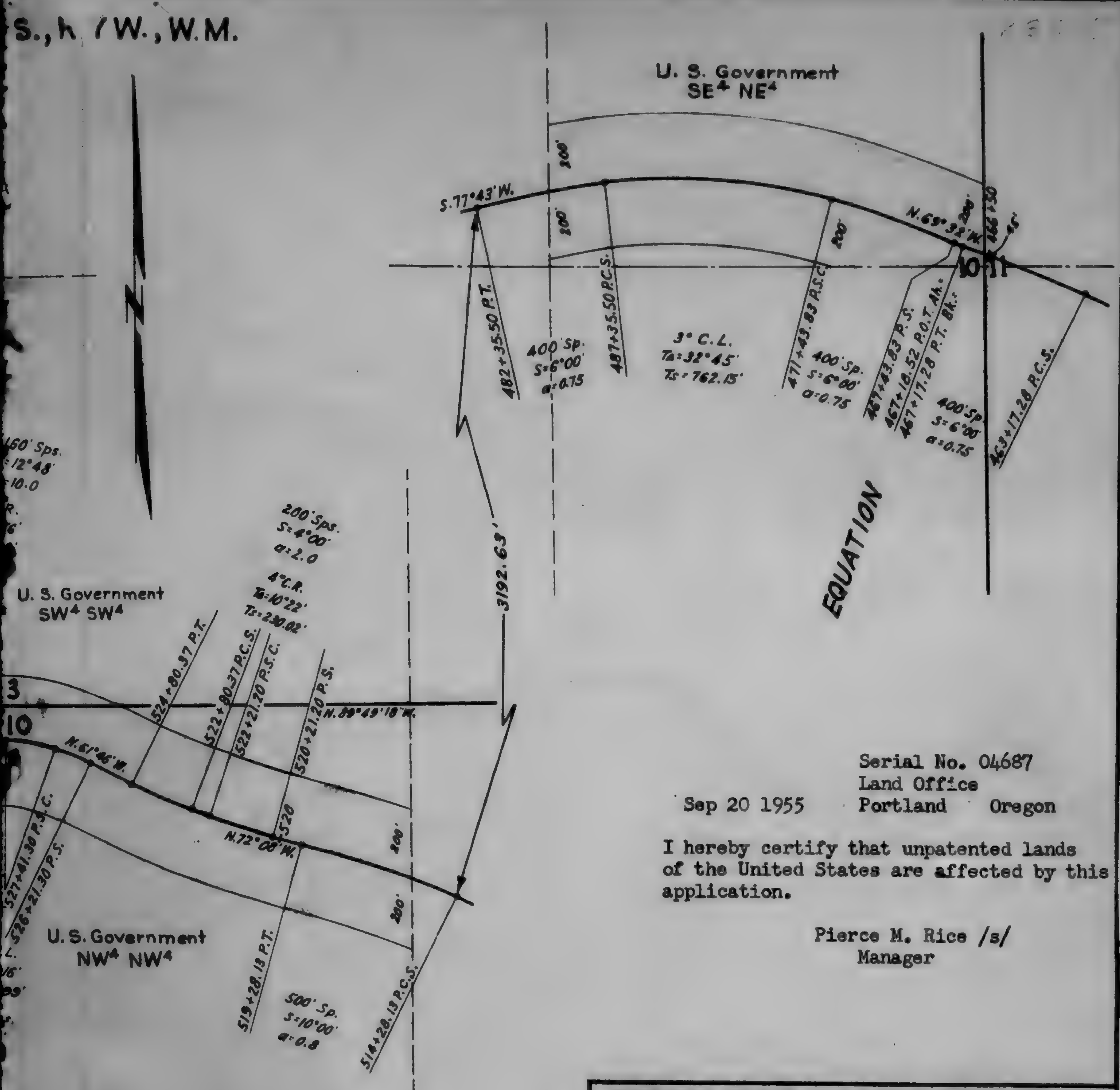
Pursuant to the above-mentioned act and the regulations thereunder (43 CFR secs. 244.54 and 244.56) the right-of-way over the public lands as shown on the above-mentioned map is approved, subject to all valid existing rights, but reserving rights-of-way for canals andditches constructed under authority of the United States, ~~and subject to the reservation to the United States of all fissionable source materials, in accordance with the provisions of the act of August 1, 1946 (60 Stat. 755; 42 U.S.C. sec. 1801~~) and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all subcontracts. All trees within the 400-foot right-of-way not removed during construction are reserved to the Government. Receipt of payment for the timber to be removed from right-of-way across portions secs. 3, 4, 9, 10, T. 35 S., R. 7 W., W. M., Oregon, (Merlin-Galice County Road) was had December 19, 1955. The approval of this right-of-way is subject to the provisions of Sec. 24, Federal Water Power Act of June 10, 1920 (40 Stat. 1063), as amended.

One tracing map showing the location of the highway and the copy hereof will be forwarded to the Director for appropriate notation of the records. Four copies hereof are being forwarded to the Public Roads Administration which agency will advise the State of the action taken.

/s/ Pierce K. Rice
Manager

mlw

1R-5-789



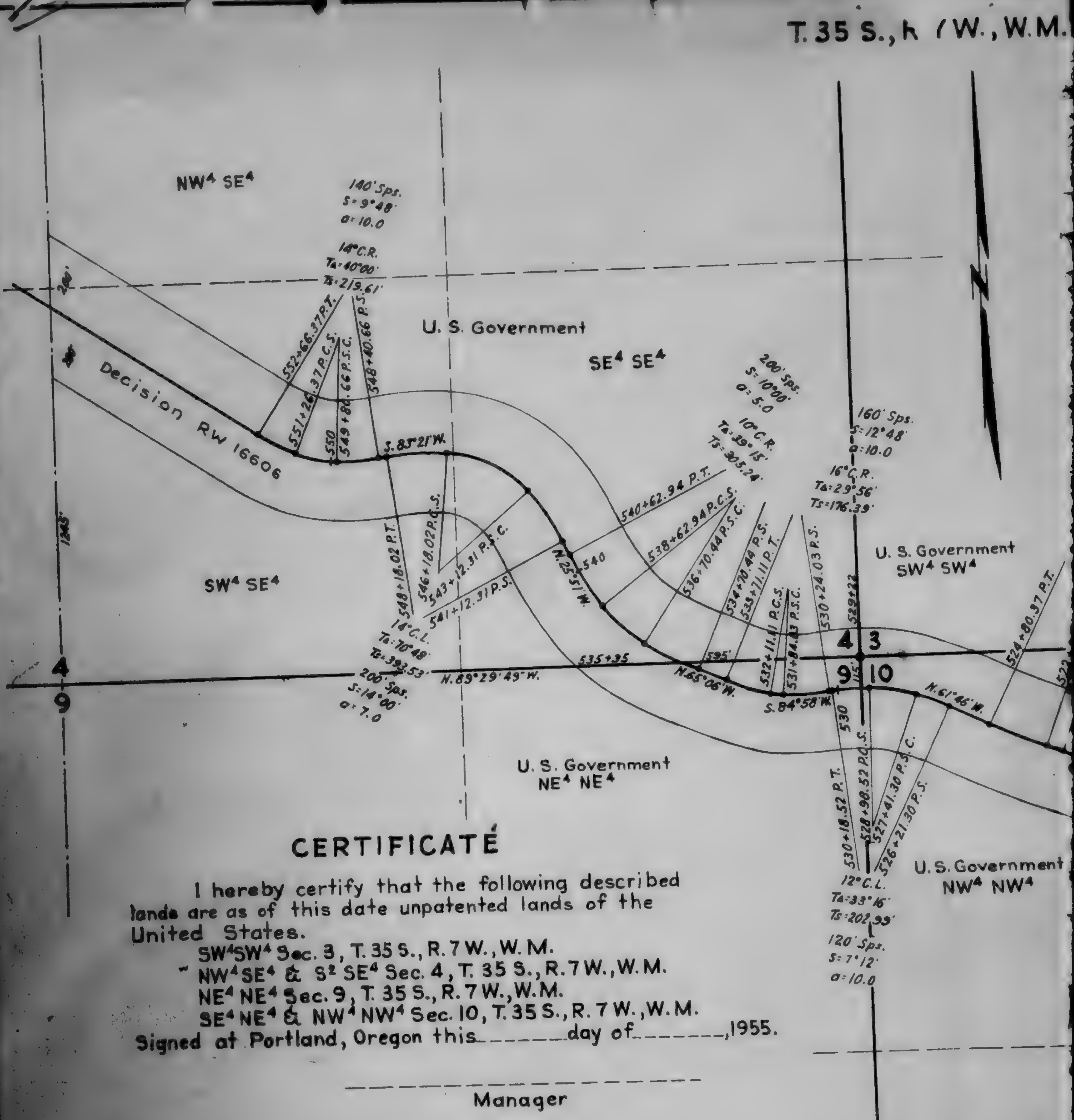
Serial No. 04687
Land Office
Sep 20 1955 Portland Oregon

I hereby certify that unpatented lands of the United States are affected by this application.

Pierce M. Rice /s/
Manager

OREGON STATE HIGHWAY DEPARTMENT	
Acquire from	U. S. Government
For	Right of Way
Highway	Merlin-Galice Road
County	Josephine
Scale 1" = 400'	Date August, 1955

T. 35 S., R 7 W., W.M.



CERTIFICATE

I hereby certify that the following described lands are as of this date unpatented lands of the United States.

SW4 SW4 Sec. 3, T. 35 S., R. 7 W., W.M.
NW4 SE4 & S2 SE4 Sec. 4, T. 35 S., R. 7 W., W.M.
NE4 NE4 Sec. 9, T. 35 S., R. 7 W., W.M.
SE4 NE4 & NW4 NW4 Sec. 10, T. 35 S., R. 7 W., W.M.

Signed at Portland, Oregon this______day of______, 1955.

____
Manager

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

December 15, 1955.

NOTED
J. F. HAGEMANN

District Forestry Office,
Bureau of Land Management,
U. S. Department of Interior,
City Hall,
Medford, Oregon.

Re: File No. 23919, Hell's Gate Bridge Merlin-Galice Co. Rd. Right of Way.

Attention: Mr. Jack A. Thomsen

Dear Mr. Thomsen:

In compliance with the request of the Department of Interior, we are enclosing herewith a check for $75.15 in payment for the amount of 3000 board feet of Douglas Fir referred to in a letter of the State Highway Department of December 13, 1955, pertaining to the right of way of the Hell's Gate Section of the Galice Road.

We are sending copies to Mr. John W. Cantrell, Engineer, County and City Relations, and Mr. W. C. Williams, Deputy State Highway Engineer as requested per letter of December 13th.

Yours very truly

J. P. McCourtney,
Co. Commissioner

JPMcC:mf

fas 594
([illegible]

(2)

RECEIVED
DEC 19 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 19 1955
STATE HIGHWAY COMMISSION

COPY

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1955

District Forestry Office
Bureau of Land Management
U. S. Department of Interior
City Hall
Medford, Oregon

Attention: Mr. Jack A. Thomsen

Reference: F:JAT
LAND USE 16-7
Ore. State H. Comm.
04687

Re: File No. 23919
Hell's Gate Bridge
Merlin-Galice Co. Rd.
Right-of-way

NOTED
J. F. HAGEMANN

Gentlemen:

I am replying to your letter of December 5, 1955. Josephine County has agreed to furnish all right-of-way for this project at its sole cost. Therefore your letter is being referred to the Josephine County Court. Payment will be made directly from the county to your office.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. W. CATTRALL

By

/Sgd/ W. C. Williams
W. C. Williams
Deputy State Highway Engineer

JWC:mm
Att.

cc: Josephine County Court
R. L. Porter
J. W. Cattrall

✓
(FAS 594)

NOTED
V R JONES

NOTED
J. W. CATTRALL

December 13, 1955

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
Harold G. Ayers

FAS 594

NOTED
J. F. HAGEMANN

Gentlemen:

In connection with acquisition of right-of-way for the Hells Gate Section on the Galice Road through U. S. Government-owned land, the Bureau of Land Management has requested reimbursement for value of the timber to be cut during the construction of this project. The B.L.M. states that 3M bd. ft. of Douglas fir will be cut valued at $25.05/M, or a total value of $75.15.

Since the acquisition of right-of-way on this project is the responsibility of the county, the attached letter is referred to the Josephine County Court. Please make payment directly to the B.L.M.

It will be appreciated if this office is notified when the payment to the B.L.M. has been made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrell
Engineer, County and City Relations

JWC:mm
Att.

cc: Mr. W. C. Williams
Mr. R. L. Porter, R/W Engr.
Bureau of Land Management

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
District Forestry Office
City Hall
Medford, Oregon

IN REPLY REFER TO:
F:JAT
LAND USE 16-7
Ore.State H. Comm.
04,687

Re: File No. 23919
Hell's Gate Bridge
Merlin-Galice County Road
Right-of-Way

DEC 5 1955

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Bureau of Land Management timber to be cut during road construction on this project amounts to 3M bd. ft. of Douglas fir, valued at $25.05/M or a total value of $75.15.

Please submit a check, made payable to the Bureau of Land Management in the amount of $75.15 to cover this item.

Very truly yours,

Jack A. Thomsen

Jack A. Thomsen
Unit Forester

NOTED
J. F. HAGEMANN

RECEIVED
DEC 6 1955
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1955

RECEIVED
FEB 19 1957
FOR FILING

File

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 14, 1957

(CONTRACT NO.) 4545

(EST. NO.) 13-Final

(CONTRACTOR) Allum Brothers

(VOUCHER NO.) 2904

(WARRANT NO.) H-173250

(AMOUNT) $ 3,197.98

(DATE) 2/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1956

Time Extensions: None

Completion Date: Sept. 29, 1956

Date Accepted: Dec. 17, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: FEB 15 1957
Ruth Rawlings

RECEIVED
FEB 1 1957
FOR FILING
[illegible]
4545

January 31, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4545 for work performed on the Hellgate Canyon Section of the Galice Road in Josephine County was completed by the contractor, Allum Bros., on September 29, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $3,197.92 will be released to the contractor on or after February 11, 1957. The total contract amount is $106,597.19, of which amount $555.98 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD
J

RECEIVED
JAN 18 1957
FOR FILING
[illegible]
4545

January 18, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Allum Bros. in connection with contract No. 4545, for grading on the Hellgate Canyon Section of the Galice Road in Josephine County. This payment, in the amount of $8,372.56, will be released to the contractor on or after January 28, 1957. The retained percentage is $3,197.92.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
OCT 26 1956
FOR FILING
[illegible]

11-1

October 25, 1956

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Allum Bros. a portion of the funds heretofore retained by the Commission on contract No. 4545, covering the Hellgate Canyon Section of the Galice Road in Josephine County.

This payment in the amount of $8,041.37 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,938.97. The present payment will be released on or after November 5, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

NOTED
V. R. JONES

October 10, 1956

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4545, Hells Gate Canyon section of FAS 594, was completed on September 29, 1956.

Under the terms of the agreement signed by the Court on September 14, 1955 and by the Highway Commission on September 22, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
OCT 9 1956
FOR FILING
S-222(1)
4545

October 8, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1956, on Contract No. 4545, Hell Gate Canyon Section, in Josephine County, in connection with Federal Aid Project No. S-222(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HAF:hb

cc: John Cattrell

Form E-1—[illegible]—1-[illegible]

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-222(1)
4545

For Week Ending September 29th., 1956

Section Hellgate Canyon
Kind of work Grading
Highway Galice County Road
Section prefix 517 - 1021
Contractor Allum Bros.
Contract number 4545
Date of contract October 28th., 1955
Date of completion September 30th., 1956
Date work started October 26th., 1955
Estimated date of completion September 30th., 1956
Project authorization $ 119,060.16
Exclusive of Engineering $ 110,593.66
Per cent of time elapsed 99.7 %
Estimated cost of completed project, exclusive of engineering $ 110,593.66
Estimated per cent overrun or ~~underrun~~ None %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 8,466.50
Engineering cost to date $ 9,977.00, 116.1 %
Date project was completed 9-29, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed grading work and cleaning up roadway.

Has some material to pick up and remove equipment.

NOTED
L. H. Young

RECEIVED
OCT 1 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 93073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.47				
Miles partially completed	-----				
Miles completed	1.47				
Total estimated quantities (contract)	143,500				
Total quantities corrected to date	138,000				
Estimated quantities moved or placed to date	138,000				
Average daily quantities Past Week	None				
Average daily quantities necessary to complete project on time	------				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	1

Equipment used during week: Shovels ...., Power graders 1......, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ......1..., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Warm		
Thursday	Cloudy		
Friday	Fair		
Saturday			

CPR8-1930

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Or
County Josephine
Project No. S-222(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 9th day of June, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.468 miles of grading, drainage, and 2-lane low type surfacing
(Character of work)

between a road junction at Galice and FAS 265 at Merlin,
(Control points)

consisting of 1.468 miles of roadway and no (Number) bridges. [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventy-two thousand, one hundred and 00/100 dollars ($ 72,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred sixteen thousand, four hundred fourteen and 38/100 dollars ($ 116,414.38).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-222(1)

HELLGATE CANYON SECTION OF THE GALICE ROAD

IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Nov. 7, 1955

Type Code 0010
Roadway (Sta. 441+92 to Sta. 519+50)(Contract No. 4545)

All Required	Clearing and Grubbing	$	$ 5,000.00
590 cu. yds.	Drainage Excavation, Unclassified	3.00	1,770.00
143,500 cu. yds.	General Excavation, Unclassified	0.50	71,750.00
301,000 yd. sta.	Short Overhaul	0.02	6,020.00
2,200 C-yd.sta.	Long Overhaul	0.40	880.00
1.47 miles	Finishing Roadbed and Slopes	700.00	1,029.00
60 lin. ft.	12" Corrugated Metal Pipe	3.10	186.00
400 lin. ft.	18" Corrugated Metal Pipe	3.90	1,560.00
540 lin. ft.	24" Corrugated Metal Pipe	5.50	2,970.00
50 lin. ft.	24" Corrugated Metal Pipe, 16 Gauge	4.75	237.50
75 lin. ft.	36" Corrugated Metal Pipe	9.85	738.75
95 lin. ft.	120" Structural Plate Pipe	80.00	7,600.00
All Required	Removing & Reinstall. Sloping End Sections		300.00
1,430 M-gal.	Sprinkling	3.00	4,290.00
			$104,331.25
All Required	Flagging (57½% of Contractor's Cost)		1,000.00
	Subtotal		$105,331.25
	10% Engr. & Cont.		10,583.13
	Total		$116,414.38

Length of Roadway 1.468 Miles
Cost of Roadway Per Mi. $78,552.02

Federal Funds..	$ 72,100.00
State Funds..	22,157.19
County Funds..	22,157.19
	$116,414.38

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

NOTE: Necessary funds have been deposited by Josephine County with the Highway Department.

RECEIVED
DEC 21 1955
FOR FILING

[illegible] (1)
4545

December 15, 1955.

NOTED
W. C. WILLIAMS

District Forestry Office,
Bureau of Land Management,
U. S. Department of Interior,
City Hall,
Medford, Oregon.

Re: File No. 23919, Hell's Gate Bridge Merlin-Galice Co. Rd. Right of Way.

Attention: Mr. Jack A. Thomsen

Dear Mr. Thomsen:

In compliance with the request of the Department of Interior, we are enclosing herewith a check for $75.15 in payment for the amount of 3000 board feet of Douglas Fir referred to in a letter of the State Highway Department of December 13, 1955, pertaining to the right of way of the Hell's Gate Section of the Galice Road.

We are sending copies to Mr. John W. Cantrell, Engineer, County and City Relations, and Mr. W. C. Williams, Deputy State Highway Engineer as requested per letter of December 13th.

Yours very truly

J. P. McCourtney,
Co. Commissioner

JPMcC:mf

RECEIVED
DEC 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
NOV 23 1955
FOR FILING

S 292 (1)
4545

November 22, 1955

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4545, which was awarded to you on October 28 by the State Highway Commission, for grading on the Hellgate Canyon Section of the Galice Road in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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NOV 8 1955
FOR FILING

S-222(1)

4545

November 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 26, 1955 on Contract No. 4545, Hellgate Canyon Section, in Josephine County, in connection with Federal Aid Project No. S-222(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

Form A 150—10M—12-54

NOTED
Harold C. A

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 42081

Date November 1, 1955

Your Req. No.

Billing Request No. cc-197

Credit distribution: 517-1021-297

Josephine County
Grants Pass, Oregon

Attn: County Court

RECEIVED
1955

Advance Deposit	23,800.00
Partial transfer county share total costs. Hellgate Canyon Section of FAS 594, Josephine County, covered by agreement dated September, 1954.	18,800.00
To be retained	$ 5,000.00

NOTED
J. F. HAGEMANN

A[illegible]

in the near future and discuss this matter with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 28, 1955

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $23,800 and advice that all right-of-way is clear in connection with the Hellgate Canyon section of FAS 594.

Contract No. 4545 has been awarded to Allum Bros. and a copy of the contract will be forwarded as soon as available.

In regard to programming the $13,000 (includes federal, state, and county funds) of unused FAS funds presently available to Josephine County, a representative of this office will call on you in the near future and discuss this matter with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
October 28, 1955

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

We have received this date an advance deposit from Josephine County of $23,800 in connection with the Hellgate Canyon section of FAS 594. In addition the county advises that all right-of-way has been obtained. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: S. H. Probert

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

J. P. McCOURTNEY
COMMISSIONER

Josephine County, Oregon
COUNTY COURT
GRANTS PASS, OREGON

NOTED
Harold C. Ayers

October 26, 1955

Oregon State Highway Department,
Salem, Oregon.

Attention Mr. John R. Cattrall,
County-City Relations Engineer.

NOTED
J. F. HAG[illegible]

NOTED
J. F. HAG[illegible]

Dear Mr. Cattrall:

Find herewith enclosed the County's portion of the contract on the Merlin-Galice road in the sum of $23,800.00.

Yours very truly

Fred Richards

Fred Richards
County Commissioner

Josephine Co. warrant # 53088
for $23,800.00 to Acctg Div
Advance fund 10-28-55

FR:mf
Enc.

RECEIVED

RECEIVED

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 23, 1955 NOTED J. W. CATTRALL

Josephine County Court
Court House
Grants Pass, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On September 23rd the Highway Commission received an exceptionally satisfactory bid from Allum Brothers of Eugene for construction of the Hellgate Canyon section of FAS 594. As per the agreement between State and County, an advance deposit of 20% of the estimated total cost based on the low bid received is required prior to signing a contract. The amount of this deposit is as follows:

Bid Items	$104,831.25
Anticipated Additional Items	
Flagging	1,000.00
12-1/2% Engineering & Contingencies	13,228.90
Estimated Total Cost	$119,060.19
County's Advance Deposit of 20%...	$ 23,800.00

Please make this deposit by means of a check or warrant in the amount of $23,800 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way has been obtained, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
OCT 31 1955
FOR FILING

[illegible]
4545

October 28, 1955

Allum Bros.
P. O. Box 453
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for grading Hellgate Canyon Section of the Galice County Road in Josephine County for the sum of $104,831.48 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4545.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage, SIAC
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

MESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 28, 1955
1:35 p.m.

Allum Bros.
P.O. Box 453
Eugene, Oregon

Contract for grading Hellgate Canyon Section of Galice County Road, Josephine County for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
cc: S. H. Probert

RECEIVED
OCT [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1955
FOR FILING

FORM 530—50M—10 54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
October 28, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

We have received this date an advance deposit from Josephine County of $23,800 in connection with the Hellgate Canyon section of FAS 594. In addition the county advises that all right-of-way has been obtained. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
cc: S. H. Probert

RECEIVED
OCT 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

J. P. McCOURTNEY
COMMISSIONER

Josephine County, Oregon
COUNTY COURT
GRANTS PASS, OREGON

October 24, 1955

All sent to R/W
File 23920 — Calif-Oregon Power Co
" 23917 — Lloyd M. & Mary E Harlacher
File 23918 — George / Florence E Kruse

Oregon State Highway Department,
Salem, Oregon.

Attention Mr. John W. Cattrall.

Re: Merlin-Galice Road,
Right of ways.

Dear Mr. Cattrall:

Enclosed you will find options and agreement to that portion of the Merlin-Galice road which we have just let contract on to Alum Bros. of Eugene.

One particular portion of land was owned by Mrs Kruse, sold to some people by the name of Stanley and Stanleys in turn sold their equity to some people by the name of Russell. I did not get Russell's to sign the option but we have in our files a quitclaim deed from them with the same description as Kruse's option and deed. We have not as yet received the deed from Mrs. Kruse but have made all arrangements of payment of right of ways and are satisfied in our own minds that Mrs Kruse will return the deed signed. Thought you may need this explanation in case you were in doubt as to the Kruse property.

Hoping this is complete as to the subject of right of ways so that you can carry on with immediate action for this contract.

Yours very truly

J P McCourtney

J. P. McCourtney
County Commissioner

JPMcC:mf
Encs.

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible] D
[illegible]
[illegible]

[illegible]
23[illegible]

AGREEMENT

WHEREAS, T. R. Wiltrout and Edna Wiltrout, husband and wife, and Frank E. Wiltrout have property rights on the mining claims Joyce and Greenrock Quartz located in Section 10, Township 35, Range 7, and WHEREAS, the survey of a proposed change in location of the Merlin-Galice road cuts across these claims making it necessary for the County to obtain a right-of-way.

Now, it is therefore mutually agreed between Josephine County, represented by the County Court and said T. R. and Edna Wiltrout and Frank E. Wiltrout that the County will construct a pipeline from the spring across the proposed new road and to the immediate vicinity of the house of the Wiltrout home. It is agreed that the County will use one joint of four inch pipe from the spring then reduce to a joint of two inch pipe and the balance will be three-fourths inch pipe. It is represented to the Court that the distance is approximately 1000 feet.

It is further agreed that an access road will be constructed from the new county road to the Wiltrout home and it is further agfeed that the County will pay $200.00 in addition for the right-of-way. The purpose of this agreement is to make sure that there is no misunderstanding between the parties hereto pending the signing of a legal document covering this transaction.

JOSEPHINE COUNTY COURT

Raymond A. [illegible] Co. Judge

Fred Richards Commissioner

[illegible] Commissioner

T. R. Wiltrout

Edna Wiltrout

Frank E. Wiltrout

Original
sent to
R/W

NOTED
V. R. JONES

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1955

SUBJECT:

NOTED
Harold C. Ayers
NOTED
J. W. CATTRALL

To: Mr. A. L. Chapman
Resident Engineer
P. O. Box 306
Grants Pass, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On September 26, we expressed to you all of the data on the Hellgate Bridge-Brockman Gulch Section of the Josephine County Road.

We are now advised that we are supposed to furnish Josephine County with prints or copies of all field data needed for the construction of the location outside the limits of the Hellgate Canyon Contract.

Will you please furnish these data to the Josephine County Court and if it is necessary that prints be made of any of it, return to this office and we will take care of it.

Very truly yours,

H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

By

Edwin A. Pease
Construction Office Engineer

EAP:dt

cc- Mr. John Cattrall
Mr. Tom Edwards

RECEIVED
OCT 13 1955

RECEIVED
OCT 12 1955
FOR FILING

[illegible]
[illegible]

Salem, Oregon
October 4, 1955

Maint. 257
Finance 108

Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Josephine County covering the Hells Gate Canyon Section of the Galice Road, FAS 594.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Josephine County.

Very truly yours

Secretary

rn
Attach: 5

OREGON PROJECT S-222(1)
FAS 594

RESOLUTION

WHEREAS, a county road in Josephine County, State of Oregon, known as the Galice County Road, is routed through the County of Josephine, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Josephine County, the section adopted for improvement being more particularly described as follows; to wit:

> From Highway Engineer's Survey Station 441+92 approximately 2.1 miles east of the Hells Gate Bridge over the Rogue River, westerly to Highway Engineer's Survey Station 519+50 approximately 0.6 mile east of the Hells Gate Bridge, a distance of 1.468 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Josephine will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Josephine County, Oregon, that no encroachments will be permitted on the county road known as the Galice County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Josephine County, Oregon, this 14th day of Sept, 1955.

BY:

County Judge Raymond A Hathrop

County Commissioner Fred Richards

County Commissioner F M McCourtney

ATTEST:

Ben W Coutant
County Clerk

cc-12(1955)

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OCT 5 1955
FOR FILING

3 235(1)
4545

October 4, 1955

County Court of Josephine County
Court House
Grants Pass, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Josephine County a fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Josephine County covering the Hells Gate Canyon Section of the Galice Road, FAS 594.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
J. W. CATTRALL

File No. ____________
Rd. No. ________ M.P. ________
City of ____________
Streets ____________
Rural ________ Urban ________

NOTED

September 12, 1955

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of an encroachment resolution and a set of plans and specifications covering the Hell Gate Canyon Section of FAS 594 upon which bids will be received on September 23.

The finance agreement covers state and county participation in costs and provides for an advance deposit by the county after the low bid has been determined and prior to award of a contract. The agreement further provides that the county will pay all costs in excess of $132,000. (total FAS funds available to Josephine County for fiscal years 1956 and 1957). The estimated total cost of this project, including engineering and contingencies, is $152,300; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than September 30, 1956.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. If possible, all documents should be mailed so as to arrive in Salem not later than September 16.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County & City Relations

Enc.
JFH:ns

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SEP 13 1955
FOR FILING
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[illegible]

original sent
to Frn. Probert

08-35

September 7, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 339, Project S-222(1), Hells Gate Bridge-Brockman Gulch, Supplement 32, Federal-aid Secondary Highway Program, was approved August 29, 1955. The termini will now read - 3.5 miles west Junction with FAS 265, west 1.5 miles; and the length will be 1.50 miles.

It is expected that this project will be administered in full compliance with Oregon's 1954 Secondary Road Plan approved effective November 1, 1954.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supervising Highway Design Engineer

RECEIVED
SEP 7 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

September 2, 1955

NOTED
J. W. CATTRALL

Josephine County Court
Court House
Grants Pass, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of three option forms covering right-of-way required in connection with the Hells Gate Canyon Section of FAS 594. We plan to accept bids on the FAS project at the next Highway Commission meeting on September 22 and 23.

Before a contract can be awarded signed options or deeds must be obtained. Please advise this office when right-of-way negotiations have been completed.

We are forwarding under separate cover three prints of a map upon which the property involved is shown by right-of-way file number. You will note that Right-of-way File No. 23919 covers U. S. Government owned land. Our legal division has made application to the proper government agency for this right-of-way and the county need take no action.

Agreements covering this project will be forwarded in the near future. Also, survey data covering the section to be constructed with county forces will be sent you as soon as plans and specifications for the FAS project have been completed. The right-of-way option forms cover the entire project, i.e., both the county force and FAS sections.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

SUBJECT: Hells Gate Bridge-Brockman Gulch
Merlin-Galice

To: Mr John W. Cattrall
City and County Relations Officer
BUILDING

Dear Sir:

Attached you will find three option forms, in quadruplicate, covering right of way to be acquired in connection with the Hells Gate Bridge-Brockman Gulch of the Merlin-Galice County Road in Josephine County, together with copies of Statements of Information. This contract is scheduled for letting in September 1955.

Also attached are three prints of Map No. 7B-34-9, covering this area and bearing our date of September 1, 1955.

NO.	NAME		AREA
23917	Lloyd M. & Mary E. Harlacher		6.6 acres
23918	George & Florence E. Kruse		10.9 acres
23920	California-Oregon Power Co.	Par. 1	0.26 acre
		Par. 2	8.2 acres
		Ease.	0.28 acre

Very truly yours,

Earl F. Saling

Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 3 options, in quad., 3 prints

FORM S-122 50M REVISED 8-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

John Cattrall

August 26, 1955

Land Office
Bureau of Land Management
U. S. Department of the Interior
1001 N. E. Lloyd Blvd.
Portland 8, Oregon

File No. 23919
Bell's Gate Bridge-Brockman Gulch Sec.
Merlin-Galice County Road
Right of Way

NOTED
J. F. HAGEMANN

Attention: Frances A. Patton

Gentlemen:

Enclosed are two identical tracings and four copies thereof showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in

T. 35 S., R. 7 W., W.M., Josephine County, Oregon,
sec. 3, SW¼SW¼,
sec. 4, NW¼SE¼ and SE¼SE¼,
sec. 9, NE¼NE¼,
sec. 10, SE¼NE¼ and NW¼NW¼;

for the Bell's Gate Bridge-Brockman Gulch Section of the Merlin-Galice County Road, Oregon Federal Aid Route No. FAS-[illegible]. There are also enclosed three copies of a stipulation regarding non-discrimination.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216), the land to be withdrawn from entry and set aside for the use of the State of Oregon.

The State Highway Commission cruise shows 13,000 board feet of timber on the above lands, part of which will have to be cut for the relocation of the county road. The State is willing to pay for the value of the timber to be cut, upon the receipt of the Bureau of Land Management's statement based upon a cruise of the timber.

If you find the land to be unreserved and unappropriated public domain, will you please assign your serial number, sign the certificate on the maps and return one approved print to this office in order to complete our records and the procedure under Section 17 of the Federal Highway Act. If the land is not public domain or is reserved in such a manner that we cannot apply for the right of way, please notify us at once.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
AUG 29 1955

FTA:wo
Enc. 2 cc let., 2 tracings,
4 prints, 3 cps. stip.
cc: Bur. Pub. Rds. (2) 2 maps
2 cps. stip.
cc: John Cattrall

FORM E-123 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

John Cattrall

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

August 26, 1955

Land Office
Bureau of Land Management
U. S. Department of the Interior
1001 N. E. Lloyd Blvd.
Portland 8, Oregon

File No. 23919
Hell's Gate Bridge-Brockman Gulch Sec.
Merlin-Galice County Road
Right of Way

NOTED
J. F. HAGEMANN

Attention: Frances A. Patton

Gentlemen:

Enclosed are two identical tracings and four copies thereof showing the right of way desired by the State of Oregon, by and through its State Highway Commission, in

T. 35 S., R. 7 W., W.M., Josephine County, Oregon,
sec. 3, SW¼SW¼,
sec. 4, NW¼SE¼ and [illegible],
sec. 9, NE¼NE¼,
sec. 10, [illegible] and [illegible];

for the Hell's Gate Bridge-Brockman Gulch Section of the Merlin-Galice County Road, Oregon Federal Aid Route No. FAS-[illegible]. There are also enclosed three copies of a stipulation regarding non-discrimination.

The State of Oregon, by and through its State Highway Commission, hereby makes application for this land under Section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216), the land to be withdrawn from entry and set aside for the use of the State of Oregon.

The State Highway Commission cruise shows 13,000 board feet of timber on the above lands, part of which will have to be cut for the relocation of the county road. The State is willing to pay for the value of the timber to be cut, upon the receipt of the Bureau of Land Management's statement based upon a cruise of the timber.

If you find the land to be unreserved and unappropriated public domain, will you please assign your serial number, sign the certificate on the maps and return one approved print to this office in order to complete our records and the procedure under Section 17 of the Federal Highway Act. If the land is not public domain or is reserved in such a manner that we cannot apply for the right of way, please notify us at once.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. GAY, JR.
Assistant Counsel

RECEIVED
AUG 29 1955
[illegible]

PTA:WO
Enc. 2 cc let., 2 tracings,
4 prints, 3 cps. stip.
cc: Bur. Pub. Rds. (2) 2 maps
2 cps. stip.
cc: Jack Cattrall

NOTED
V. R. JONES

Salem, Oregon
July 28, 1955

NOTED
Harold C. Ayers

NOTED
W. CATTRALL

NOTED
J. F. HAGEMANN

Mr. J. W. Nash

A revision in the Hells Gate Bridge-Brockman Gulch section of FAS 594 in Josephine County is necessary due to lack of available funds. The project as revised will be as follows:

1. The length will be reduced from 3.5 miles as originally programmed to 1.47 miles. The project will extend from a point approximately 4.2 miles west of FAS 265, westerly to a point approximately 5.7 miles west of FAS 265 and 0.65 mile east of the Hells Gate Bridge over the Rogue River.

2. The type of improvement and width will remain the same as originally programmed.

3. The federal and state funds will remain the same and the county and total funds increased as follows:

Federal funds	- $79,200
State funds	- 26,400
County funds	- 59,400
Total funds..	$165,000

Upon further investigation a much higher standard of improvement was decided upon than originally contemplated which resulted in an estimated cost for the 3.5 mile section initially programmed of $275,000. The total FAS funds (including federal, state and county funds) available to Josephine County is $132,000 and the county was financially unable to pay the difference between this amount and the $275,000 estimated total cost. After careful study of the situation by all parties concerned it was decided to construct the heaviest rock section as an FAS project and the county would proceed to complete the remaining 2 miles, which is mostly dirt, with its own forces. The 1.5 mile section to be constructed as an FAS project is on a greatly improved grade and alignment from that of the present road. The proposed project will have one 12° spiralled curve and one 6° spiralled curve with the balance 4° or less. The existing road being replaced has one 40°, one 16° 30', two 14°, three 12°, and two 10° simple curves.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
Harold C. A

NOTED
R. JON

NOTED
J. W. CATTRALL

Salem, Oregon
July 27, 1955

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

The revised field data for the Hells Gate Bridge-Brockman Gulch section of FAS 594 has been examined and found to be consistent with the project as proposed by the county in a conference on July 12th between the Court; Mr. Edwards, Division Engineer; and representatives of this office.

At this conference it was agreed by the county to proceed with the project on the present design; however, due to shortage of funds the FAS project was to be cut back in length so as to include the section involving heavy rock work only (the 1.47 miles covered by the revised field data). The county will construct the remaining 1.84 miles of the original project with county forces.

The field estimate of $166,000 exceeds available FAS funds ($132,000); however, the county has agreed to pay all costs in excess of $132,000.

The following minor revisions in the project should be made:

1. The bid item for "Rounding Cutbanks" should be eliminated.

2. The extra work item for "Moving power and telephone poles" should be eliminated. This is a county obligation as part of R/W acquisition.

Right-of-way descriptions for the entire length of the original project, 3.31 miles, should be prepared for submission to the county as the county will construct the balance of the section with county forces. These descriptions should be prepared as soon as possible.

Prints or copies of all field data needed for construction of the 1.84 miles section outside the limits of the FAS project should be prepared for submission to the county for use in constructing this section with county forces.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: W. G. O'Neil, Frank Hall

NOTED
V. R. JONES

Salem, Oregon
July 14, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

The field data for the Hells Gate-Brockman Gulch section of FAS 594 in Josephine County as listed in the attached letter from Division III was left with Mr. Edwards, Division Engineer, on July 12th. Mr. Edwards will revise the project in accordance with the agreement reached in a conference with the County Court on July 12th.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

MEMO TO J. W. NASH
5/16/55

NOTED
Harold C. A [illegible]

HELLS GATE BRIDGE - BROCKMAN GULCH SECTION
FAS ROUTE 594

This project extends from the northerly end of the Hells Gate Bridge over the Rogue River, easterly to a point near Brockman Gulch approximately 3 miles west of the junction of FAS 594 with FAS 265. The existing road on this section is from 20' to 24' in width with a rock wearing surface 16' to 20' in width. The road follows the north bank of the Rogue River and reconstruction involves heavy rock work.

The proposed project is to grade and drain to an improved grade and alignment and place selected roadbed topping to a minimum width of 28 feet. Josephine County with its own forces will place base material and an oiled or paved wearing surface 20 feet in width with a minimum shoulder width of 3 feet upon the completed roadbed.

This road serves as an outlet for timber products of the large timbered area in the vicinity of Galice. It also is used extensively by recreational traffic.

On the balance of the route Josephine County is presently improving the approximately 3-mile section from FAS 265 to the west end of the proposed FAS project to an oiled or paved wearing surface of satisfactory standards. The approximately 5 1/2-mile section from Hells Gate Bridge to Galice has a 20' to 24' roadway with a 16' to 20' rock surface and will require reconstruction to an improved grade and alignment with additional roadway width. The county plans to reconstruct this section of road as funds become available.

JOSEPHINE COUNTY
3.5 miles.

FUNDS:	Federal	$ 79,200
	County	26,400
	State	26,400
	Total..	$132,000

NOTED
J. F. HAGEMANN

JFH:mm

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, Chairman
Coos Bay
CHAS. H. REYNOLDS, Member
La Grande
M. K. McIVER, Member
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

IN REPLY PLEASE REFER TO

March 10, 1955

County Court of Josephine County
Courthouse
Grants Pass, Oregon

NOTED
J. F. [illegible]

NOTED
J. W. CATTRALL

NOTED
Harold [illegible]

COPY

Gentlemen:

The State Highway Commission at its meeting on March 2, 1955, had under discussion your request for a designation of the Galice County Road as a Federal-aid Secondary Highway, extending from a connection with FAS No. 265 near Merlin westerly along the Rogue River to Galice.

You will be pleased to know that the Commission approved the designation. The road is 11.8 miles in length, and is to be known as Federal-aid Secondary Highway No. 594.

Respectfully yours,

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

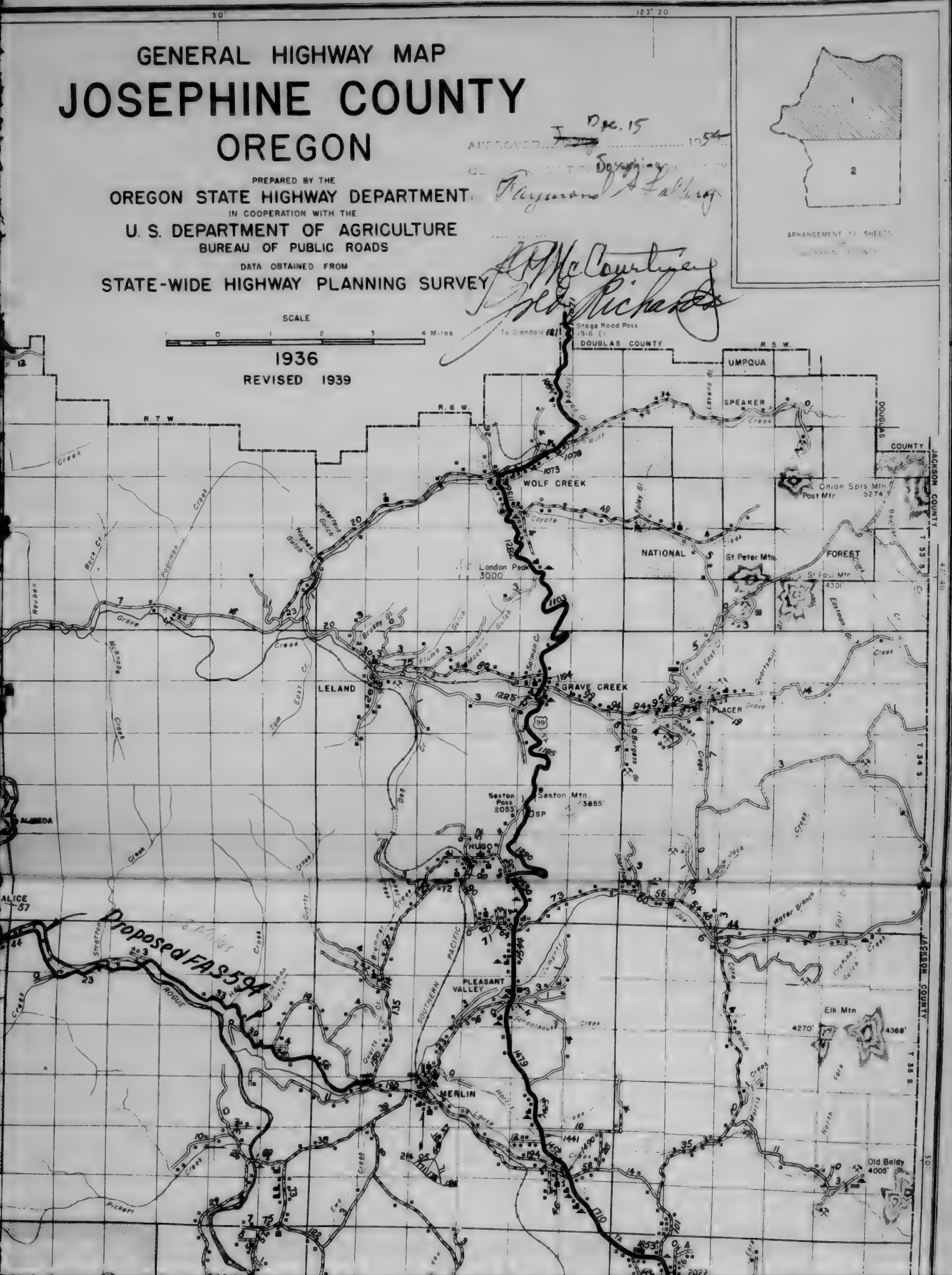
cc: John W. Cattrall ✓

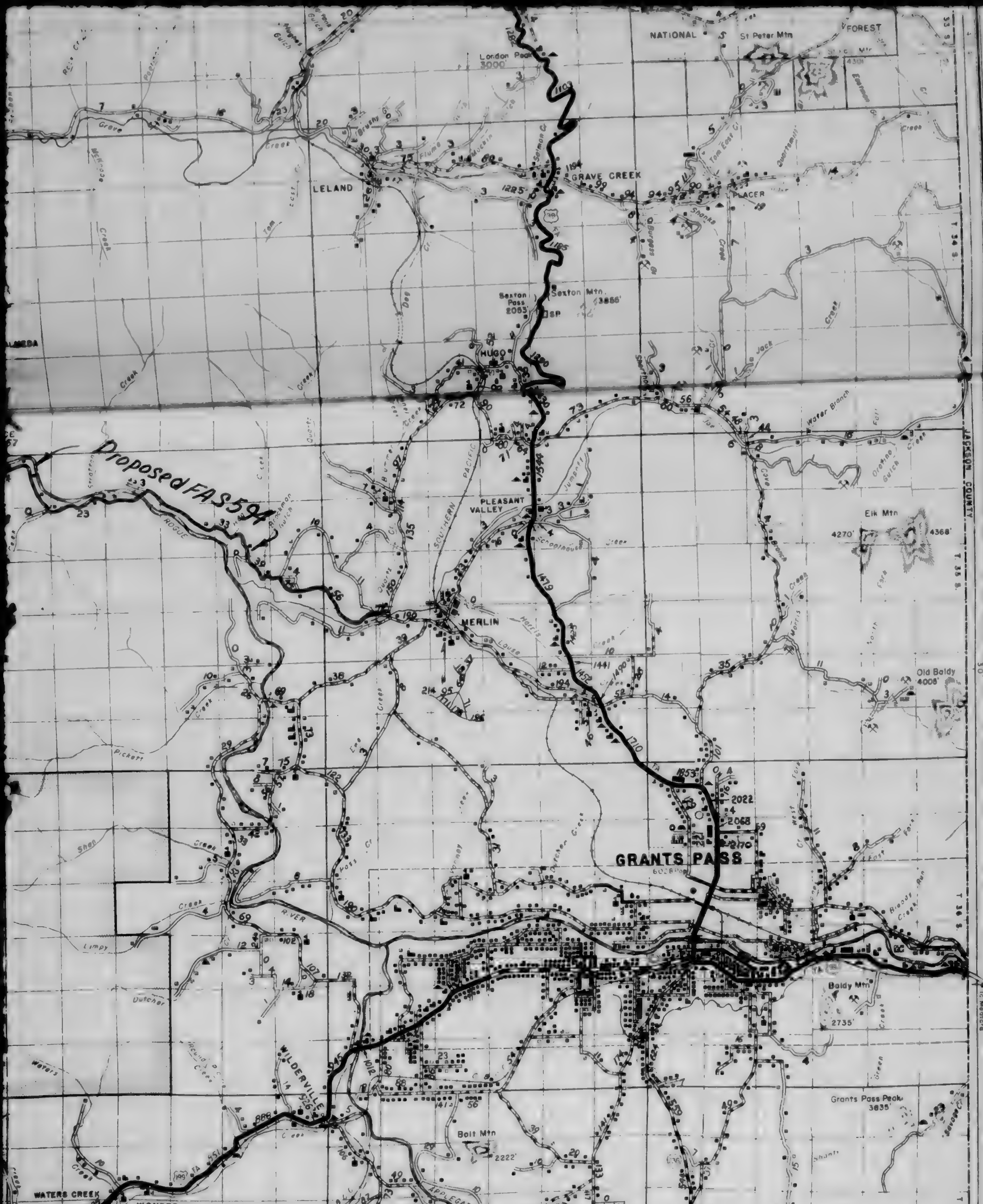
GENERAL HIGHWAY MAP
JOSEPHINE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

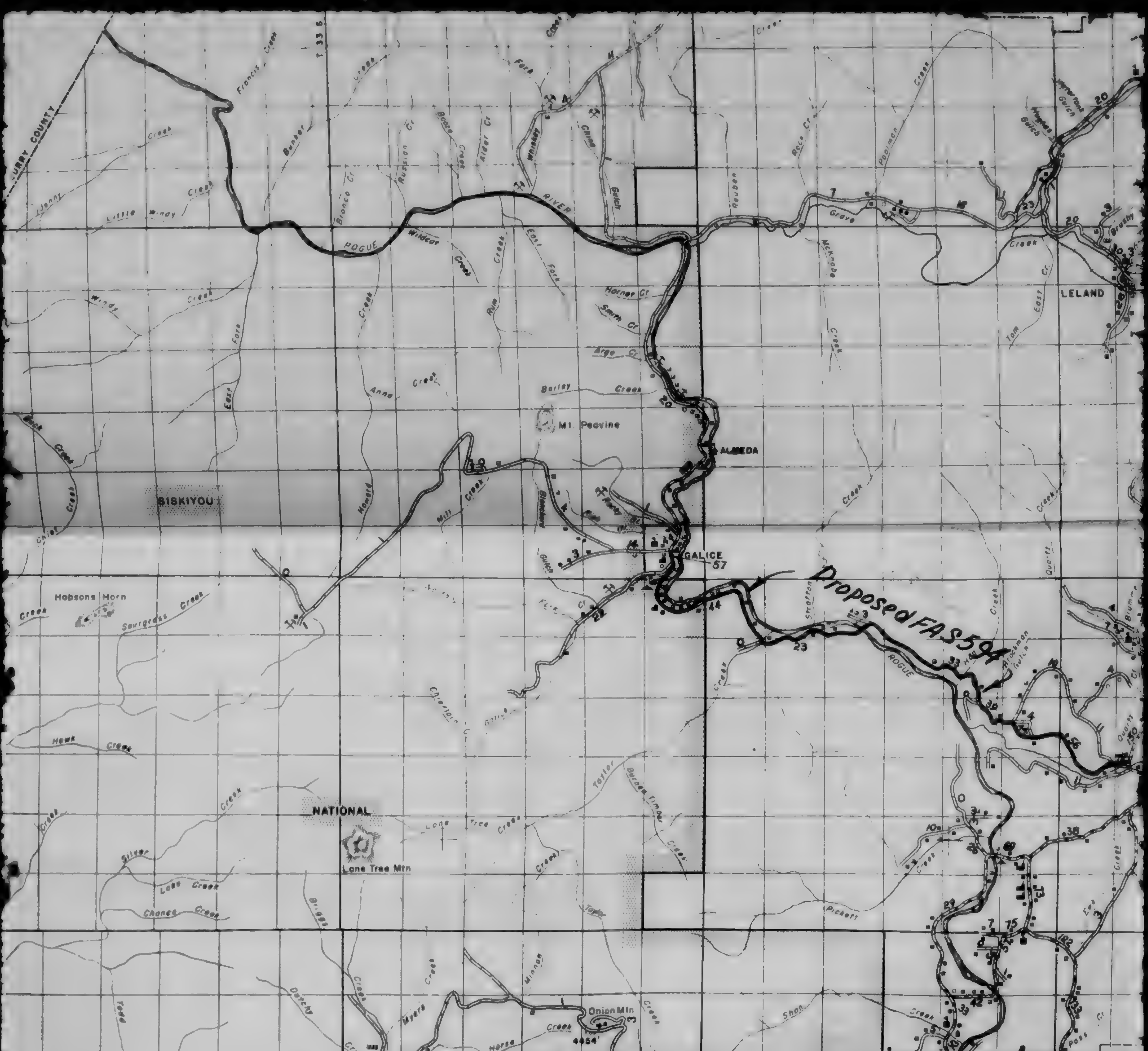
1936
REVISED 1939

APPROVED ~~Aug~~ Dec. 15 1954
COUNTY COURT, Josephine COUNTY
Raymond A Fallberg
A. P. McCourtney
Geo. Richards

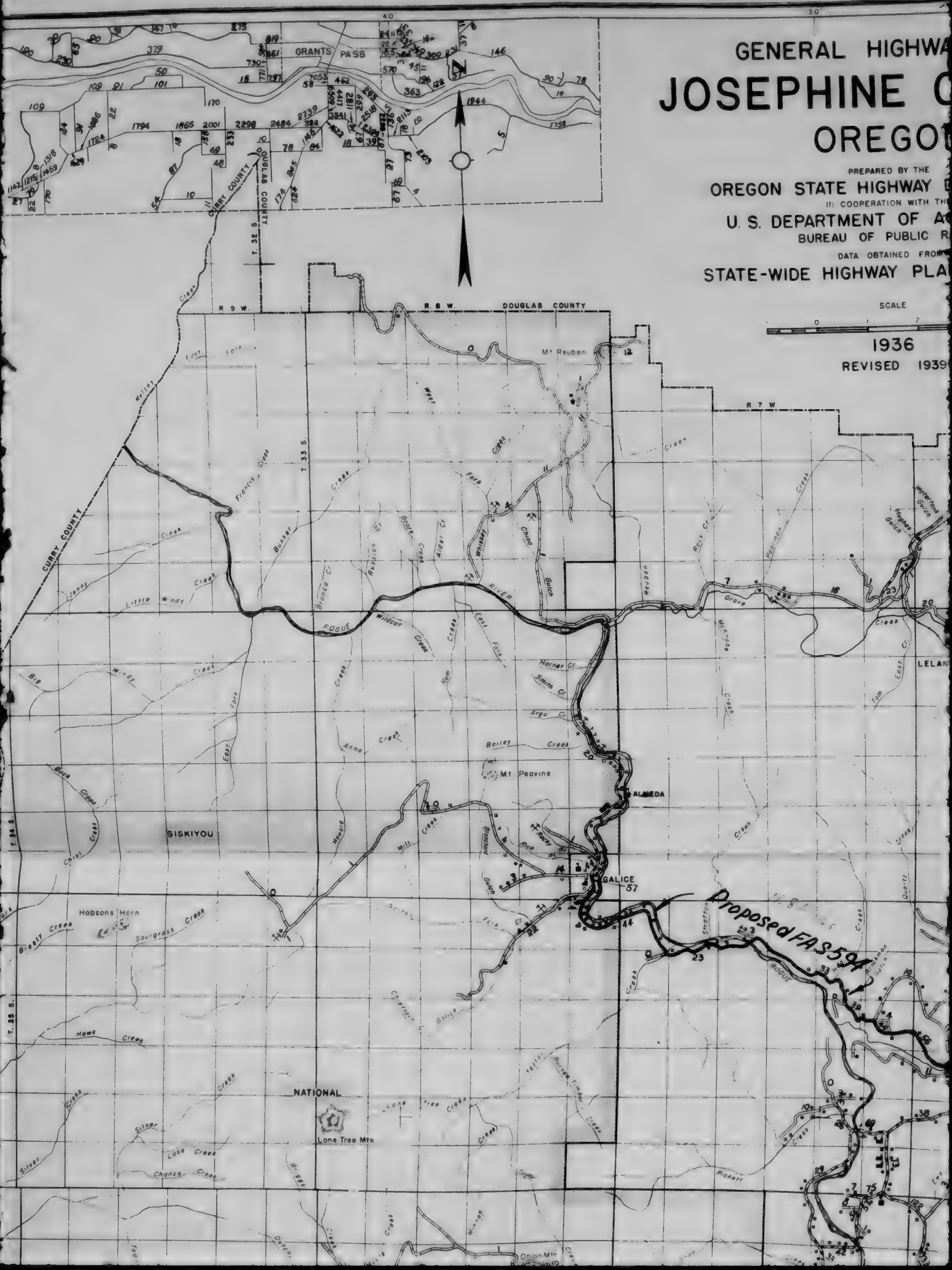




AUGUST, 1936 JOSEPHINE COUNTY OREGON 17x



CURRY COUNTY
T 33 S
ROGUE RIVER
Francis Creek
Bunker Creek
Jenny Creek
Little Windy Creek
Bronco Cr.
Rusplon Cr.
Booze Creek
Alder Cr.
Whiskey Creek
Camp Creek
Fork Creek
Gulch
Reuben Creek
Rock Cr.
Poorman Creek
Grove Creek
McKnabe Creek
Hogpen Gulch
Brushy
LELAND
Tom East Cr.
Wildcat Creek
East Fork Creek
Rum Creek
Windy Creek
East Fork Creek
Hornet Cr.
Smith Cr.
Argo Cr.
Bailey Creek
Anna Creek
Mt. Peavine
ALMEDA
Back Creek
Chief Creek
SISKIYOU
Howard Creek
Mill Creek
Blanchard
GALICE
57
Proposed FAS 594
Stratton Creek
Brockman Gulch
Quartz Creek
Hobsons Horn
Sourgrass Creek
Creek
Galice Creek
Hawk Creek
Taylor Creek
Burnam Timber Creek
NATIONAL
Lone Tree Creek
Lone Tree Mtn
Silver Creek
Lake Creek
Chance Creek
Briggs Creek
Pickett Creek
Taylor
Todd Creek
Dorchy Creek
Myers Creek
Minnow Creek
Onion Mtn
4454'
Horse Creek
Brush Creek
Shan Creek
Creek
RIVER
Limpy Creek
FOREST
Secret Creek
Red Dog Creek
Onion Creek
Slate Creek
Dutcher Creek
Waters Creek
Round Creek
WILDERVILLE
Briggs Creek
Swede Basin
3830'
Horse Mtn.
Serpentine Point
Soldier Creek
Horse Creek
Swede Creek
Ramsey Creek
WATERS CREEK
WONDER
FA 551
Slate Creek
Elliott Creek
Cheney Cr.
Butcheranile
LOVE STATION
Clear Cr.
Squaw Mtn
R. 9 W.
R. 8 W.
R. 7 W.



GENERAL HIGHWA

JOSEPHINE C

OREGO

PREPARED BY THE

OREGON STATE HIGHWAY D

IN COOPERATION WITH TH

U. S. DEPARTMENT OF AG

BUREAU OF PUBLIC R

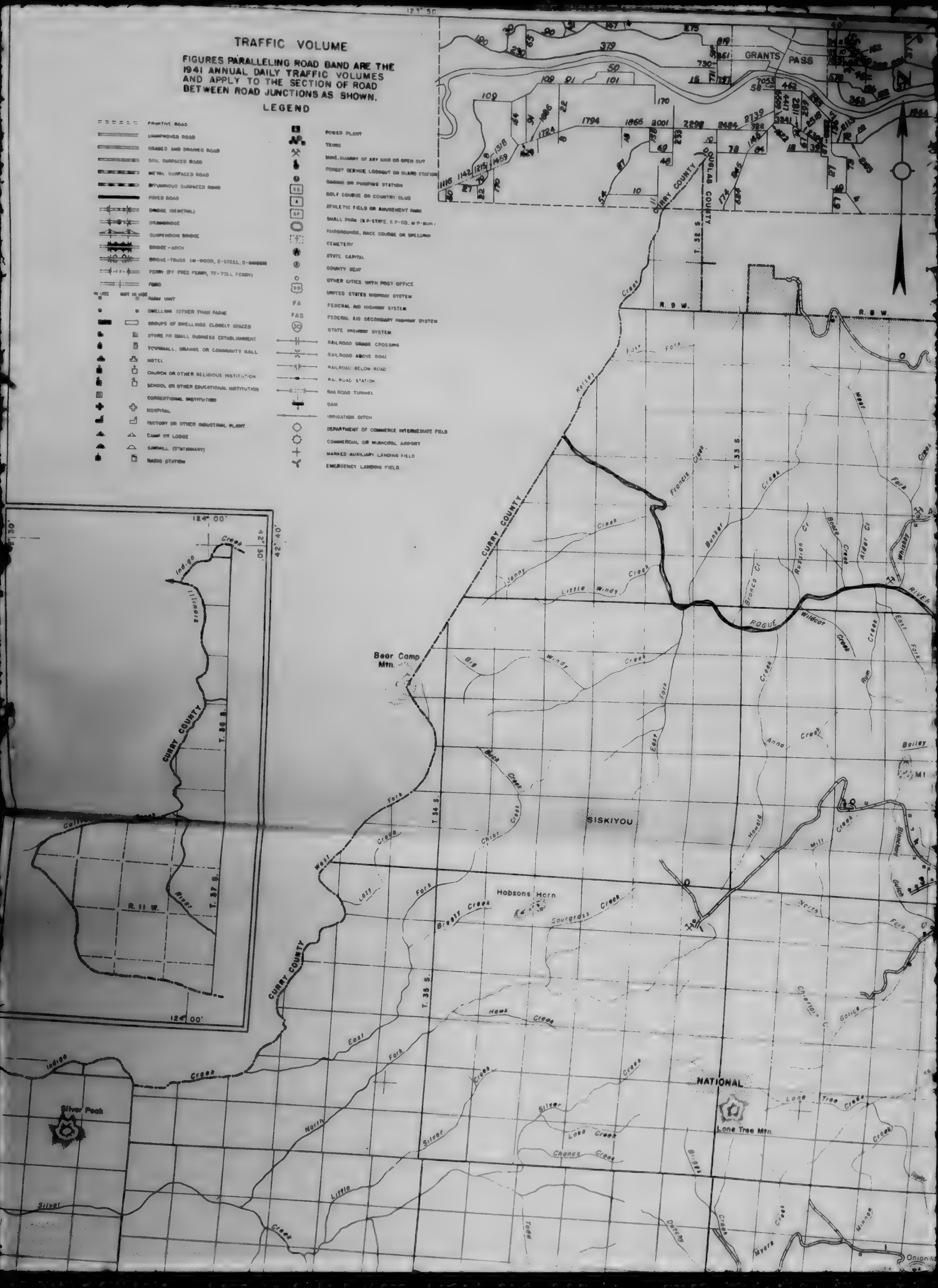
DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLA

SCALE

1936

REVISED 1939


123° 30'
TRAFFIC VOLUME
FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.
LEGEND
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
PAVED ROAD
BRIDGE (GENERAL)
DRAWBRIDGE
SUSPENSION BRIDGE
BRIDGE - ARCH
BRIDGE - TRUSS (W-WOOD, S-STEEL, G-GIRDER)
FERRY (FF-FREE FERRY, TF-TOLL FERRY)
FORD
IN USE
NOT IN USE
FARM UNIT
DWELLING (OTHER THAN FARM)
GROUPS OF DWELLINGS CLOSELY SPACED
STORE OR SMALL BUSINESS ESTABLISHMENT
TOWNHALL, GRANGE OR COMMUNITY HALL
HOTEL
CHURCH OR OTHER RELIGIOUS INSTITUTION
SCHOOL OR OTHER EDUCATIONAL INSTITUTION
CORRECTIONAL INSTITUTION
HOSPITAL
FACTORY OR OTHER INDUSTRIAL PLANT
CAMP OR LODGE
SAWMILL (STATIONARY)
RADIO STATION
POWER PLANT
TANKS
MINE, QUARRY OF ANY KIND OR OPEN CUT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GC
GOLF COURSE OR COUNTRY CLUB
A
ATHLETIC FIELD OR AMUSEMENT PARK
SP
SMALL PARK (S P-STATE, C P-CO., M P-MUN.)
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
99
UNITED STATES HIGHWAY SYSTEM
FA
FEDERAL AID HIGHWAY SYSTEM
FAS
FEDERAL AID SECONDARY HIGHWAY SYSTEM
30
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
RAILROAD TUNNEL
DAM
IRRIGATION DITCH
DEPARTMENT OF COMMERCE INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
GRANTS PASS
379
275
819
361
730
7055
462
50
101
109
170
1794
1865
2001
2298
2484
2739
1724
1459
1318
1215
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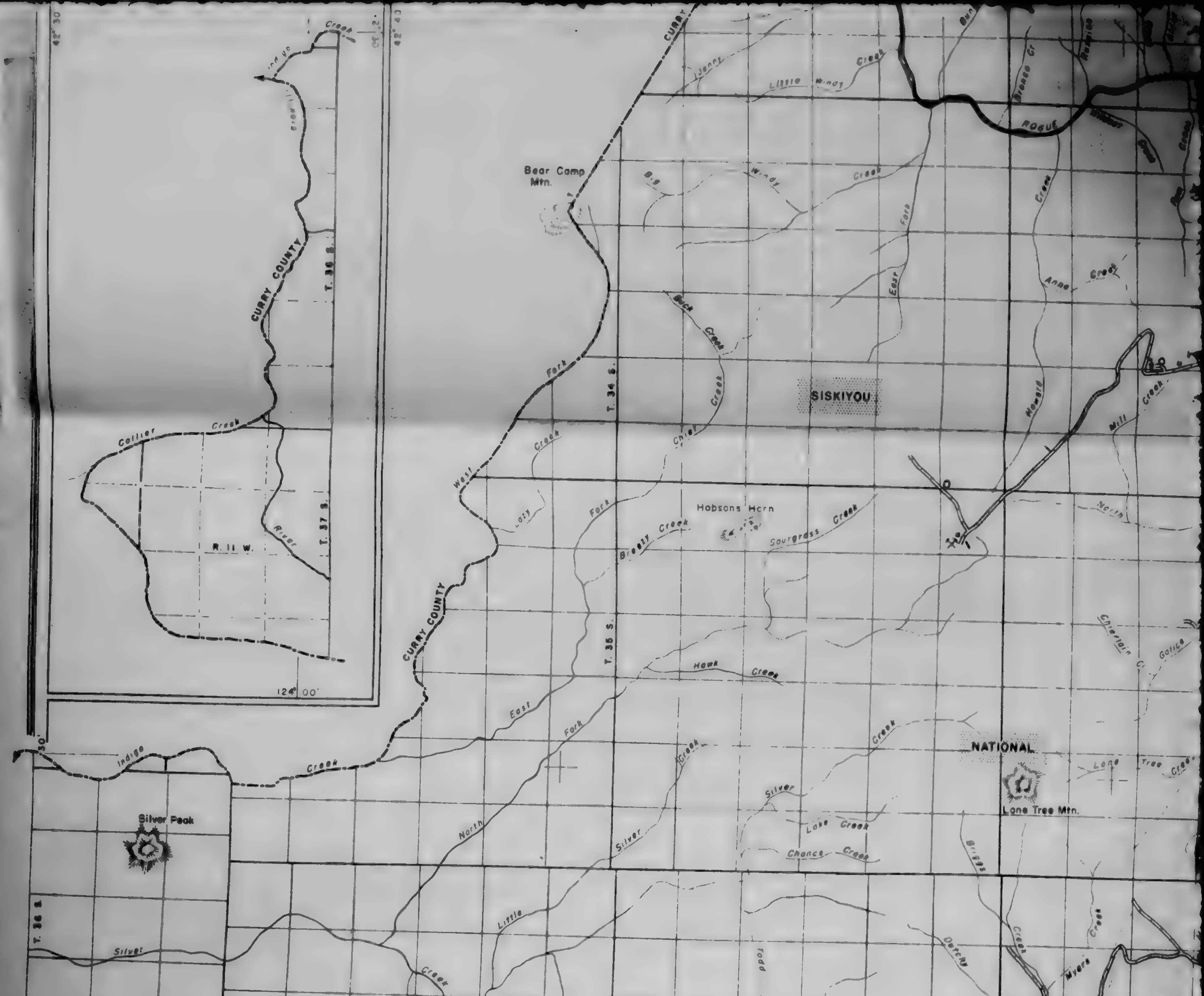
27
10
11
CURRY COUNTY
DOUGLAS COUNTY
T. 32 S.
T. 33 S.
T. 34 S.
T. 35 S.
T. 36 S.
T. 37 S.
R. 9 W.
R. 8 W.
R. 11 W.
124° 00'
42° 30'
42° 40'
Kelsey Creek
Fish Fork
Francis Creek
Jenny Creek
Little Windy Creek
Bunker Creek
Bronco Cr
Russian Cr
Boone Creek
Alder Cr
Whiskey
West Fork
ROGUE RIVER
Wildcat Creek
East Fork
Rum Creek
Bear Camp Mtn.
Big Windy Creek
East Fork
Anna Creek
Bailey
Buck Creek
Chief Creek
SISKIYOU
Howard
Mill Creek
Blanchard Gulch
West Fork
Lazy Creek
Briggs Creek
Hobsons Horn
Sourgrass Creek
North Fork
Chertan C. Gulch
Hawk Creek
East Fork
Indigo Creek
Illinois
Collier Creek
River
NATIONAL
Silver Peak
Silver Creek
North Silver
Lone Tree Mtn.
Lone Tree Creek
Lobs Creek
Chance Creek
Briggs Creek
Little Silver Creek
Tom
Dutchy
Myers Creek
Minnow
Onion M


42° 30'
42° 40'
Creek
Collier Creek
CURRY COUNTY
T. 36 S.
T. 37 S.
R. 11 W.
River
124° 00'
CURRY
Bear Camp Mtn.
Jenny
Little Windy Creek
Big Windy Creek
Rogue
Bronco Cr
East Fork
Anne Creek
Howard
Buck Creek
Chief Creek
West Fork
T. 34 S.
SISKIYOU
Mill Creek
Lazy
Fork
Hobsons Horn
Breezy Creek
Sourgrass Creek
North
CURRY COUNTY
T. 35 S.
Hawk Creek
Chrome
Galice
East Fork
Indigo Creek
30'
Silver Creek
NATIONAL
Lone Tree Creek
Lone Tree Mtn.
Silver Peak
North
Silver
Lake Creek
Chance Creek
Briggs
T. 36 S.
Silver
Little
Creek
Todd
Dutchy
Myers Creek
Horse
Creek
Creek
Brush Creek
South Fork
Creek
FOREST
Red
Secret
R. 11 W.
Florence Cr
Dog
Onion
Illinois
Pine Creek
Clear Creek
Creek
Creek
Briggs
T. 37 S.
R. 10 W.
4233' York Butte
Creek
Panther
Swede Basin
Swede
3550' Horse Mtn.
River
Klondike
Nome Cr
Silver
Horse Creek
Serpentine Point
Creek
Creek
CURRY COUNTY
Josephine
Creek
Creek
Squaw Mtn.
42° 20'
R. 9 W.
R. 8 W.
123° 50'
40'

NOTED
J. W. CATTRALL

March 8, 1955

Josephine County Court
Court House
Grants Pass, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission approved the addition of FAS 594 (Galice Road) to the FAS System and also approved the Hells Gate Bridge-Brockman Gulch FAS project as described in the attached tabulation.

Approval of the route addition by the Bureau of Public Roads and preparation of plans and specifications for the project are now required prior to contracting. Preliminary engineering will be supervised by our division office at Roseburg.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. C. P. Fauerso, County Engineer

JOSEPHINE COUNTY
PROPOSED PROJECT

FAS 594 - Hells Gate Bridge-Brockman Gulch Section, 3.5 Miles, $132,000. This section extends from the northerly end of the Hells Gate Bridge over the Rogue River easterly along the Galice County Road, FAS 594, to the west end of construction work presently being done by county forces near Brockman Gulch. The overall length of the proposed project is approximately 3.5 miles.

The proposed project is to grade and place selected roadbed topping from the rock cuts to a top width for the topping of 28'. The county will complete the surfacing and paving with county forces after the FAS grading project is completed. Mr. Fauerso, County Engineer, has some preliminary survey data and should be contacted prior to starting our survey.

Approved by Highway Commission 3/2/55

12/17/54

FORM E-30 25M 9-51 32315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Nov. 18, 1954

SUBJECT: **Base Design Charts**

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Reference is made to the Quartz Cr. - Hells Gate Bridge Section, of the F. A. S. 594 Highway, Josephine County

Enclosed you will find 1 add. base design charts prepared from laboratory tests, numbers 350256

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

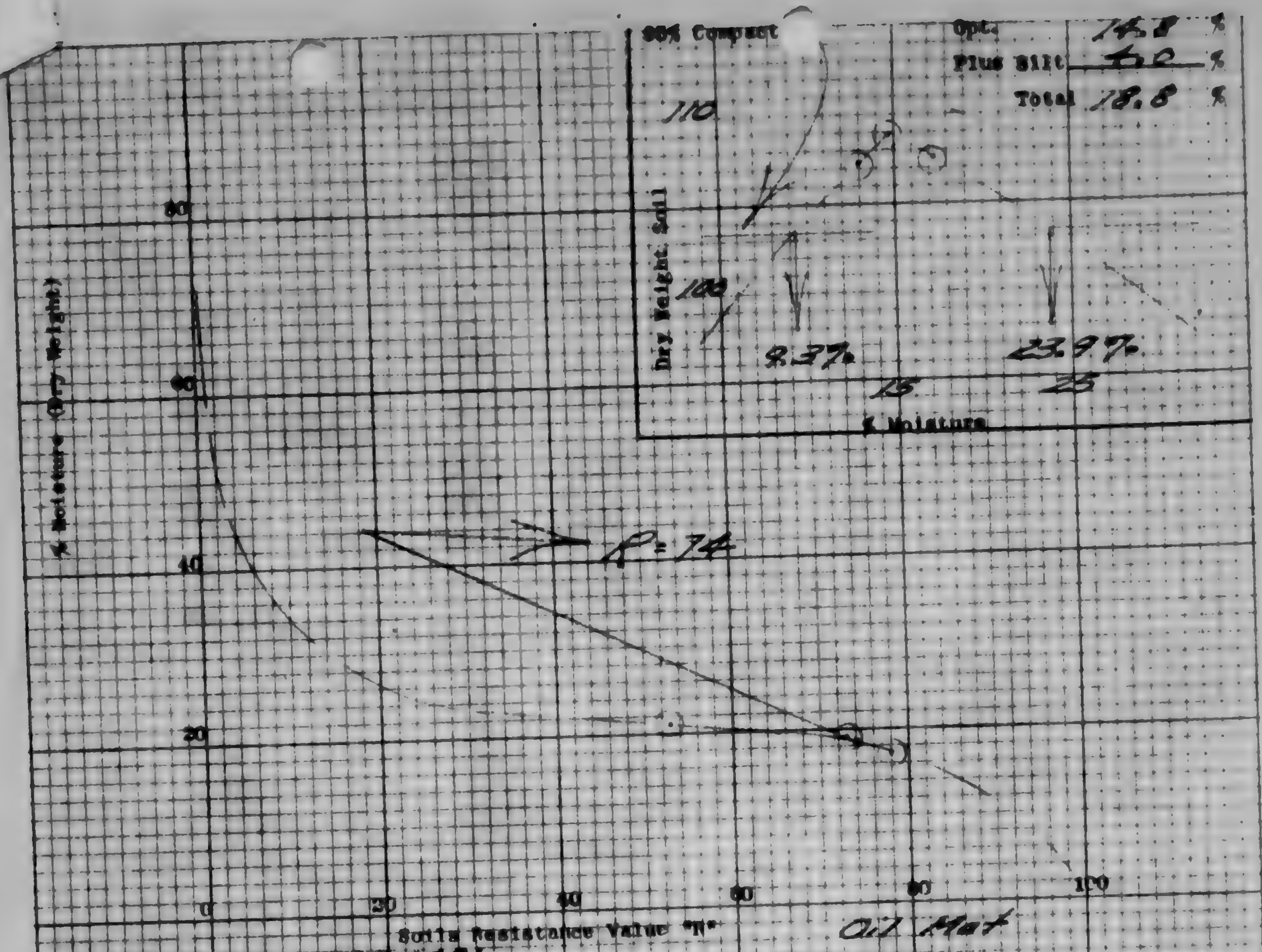
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. C. Smith
Resident Engineer
County and City
N. S. Unger

RECEIVED
NOV 19 1954
ENGINEER
CO[illegible] RELATIONS



Oil Mat

Data Sheet No.	135581
Lab. No.	350256
Ll	21
Pl	2
Pass 200 Screen	37.4%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	3.0 %
Coarse Sand	8.2 %
Fine Sand	42.3 %
Silt	32.0 %
Clay	14.5 %
Sg	2.73
Natural Moisture	%

Base & Wear M-H Traffic	11.0 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	— "
	"
Plus 25% Increase	3.0 "
Plus Wearing Surface	— "
Total Base & Wear	14.0 "

NOTE.
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Cr. - Hells Gate Br.
Hwy F.A.S. 594
Station 6.2 mi. W. Quartz Cr. Br. E
Depth -
Hole #
To be used - Emb.
Prefix No.
County - Josephine
Date - 11-17-54
Designed by G.

NOTED
Harold C. Ayers

FORM E-30 25M 8-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
Nov. 12, 1954

SUBJECT: Base Design Charts

PRELIMINARY FOR ESTIMATE

To:
~~Mr. Tom Edwards~~
~~Division Engineer~~
~~Division III~~
~~Roseburg, Oregon~~

NOTED
J. F. HAGEMANN

RECEIVED
NOV 12 1954
ENGINEER
CONSTRUCTION [illegible]

Dear Sir:

Reference is made to the Quartz Creek - Hells Gate Bridge Section, of the F. A. S. 594 Highway, Josephine Co.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers 350251, 350252, 350253, 350254, and 350255.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

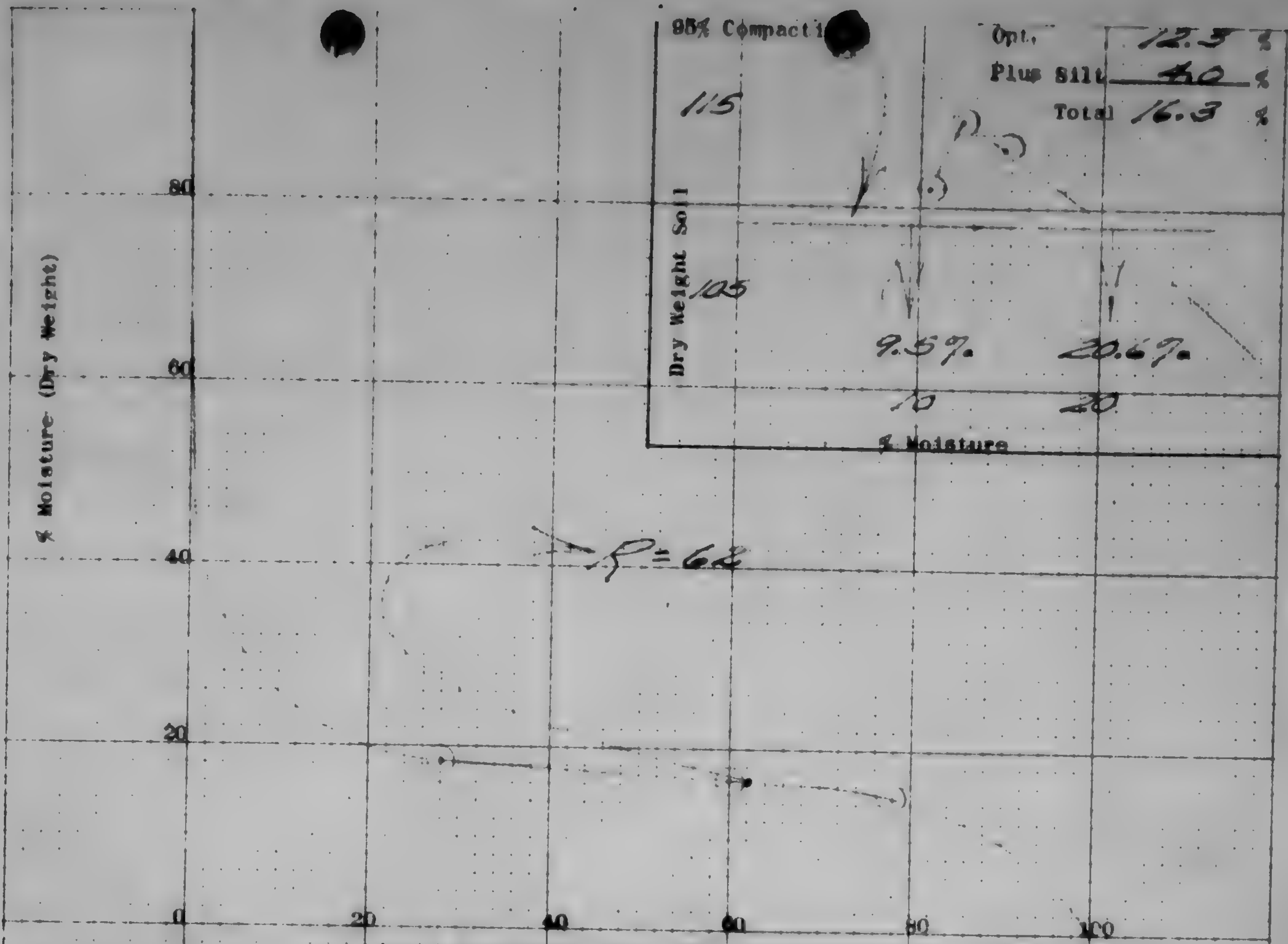
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
Resident Engineer
County and City
H. S. Unger



Data Sheet No. A33576

Lab. No. 350251

LL 21

PI 2

Pass 200 Screen 59.0%

HYDROMETER ANALYSIS

Particles larger than

2.0 mm 1.9 %

Coarse Sand 7.1 %

Fine Sand 39.0 %

Silt 31.4 %

Clay 20.6 %

Sg 2.73

Natural Moisture %

NOTE:

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

O-11 Oil Mat

Base & Wear M-H Traffic 11.0 "

Minus Rock Reduction — "

"

Minus Wearing Surface — "

"

Plus 25% Increase 3.0 "

Plus Wearing Surface ——— "

Total Base & Wear 14.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Creek-Hells Gate Br.

Hwy F.A.S. 394

Station .2 mi. W. Quartz Cr. Br. of Jct Crow Rd.

Depth - Beneath ℄ of present road

Hole #

To be used - Emb.

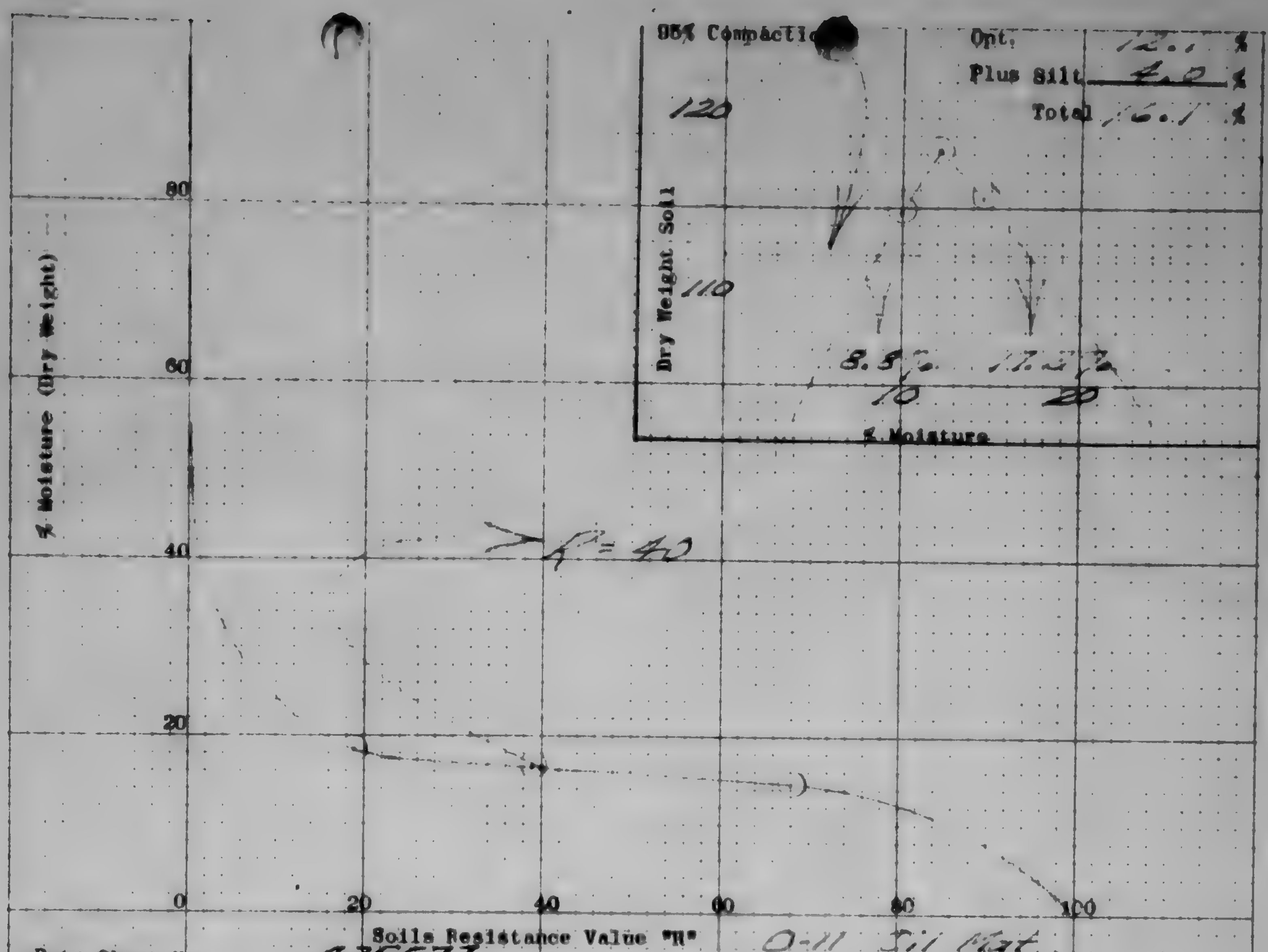
Prefix No.

County - Josephine

Date - 11-12-54

Designed by 3

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO.
CLEARPRINT PAPER CO NO 73190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 12.1 %
Plus Silt 4.0 %
Total 16.1 %

O-11 Sil Mat

Data Sheet No.	A35577
Lab. No.	350252
LL	26
PI	5
Pass 200 Screen	57.4%
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	4.8%
Coarse Sand	16.8%
Fine Sand	23.2%
Silt	30.9%
Clay	24.3%
Sg.	2.78
Natural Moisture	%

Base & Wear MH	Traffic	11.0"
Minus Rock Reduction		—"
		"
Minus Wearing Surface		—"
		"
Plus 25% Increase		3.0"
Plus Wearing Surface		"
Total Base & Wear		14.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Creek - Hells Gate Br.
Hwy F.A.S. 594
Station .6 mi. W. of Quartz Cr. Br. on Galice Co. Rd.
Depth - Beneath ℄ of present Road.
Hole #
To be used - Subgrade
Prefix No.
County - Josephine
Date - 11-12-54
Designed by S

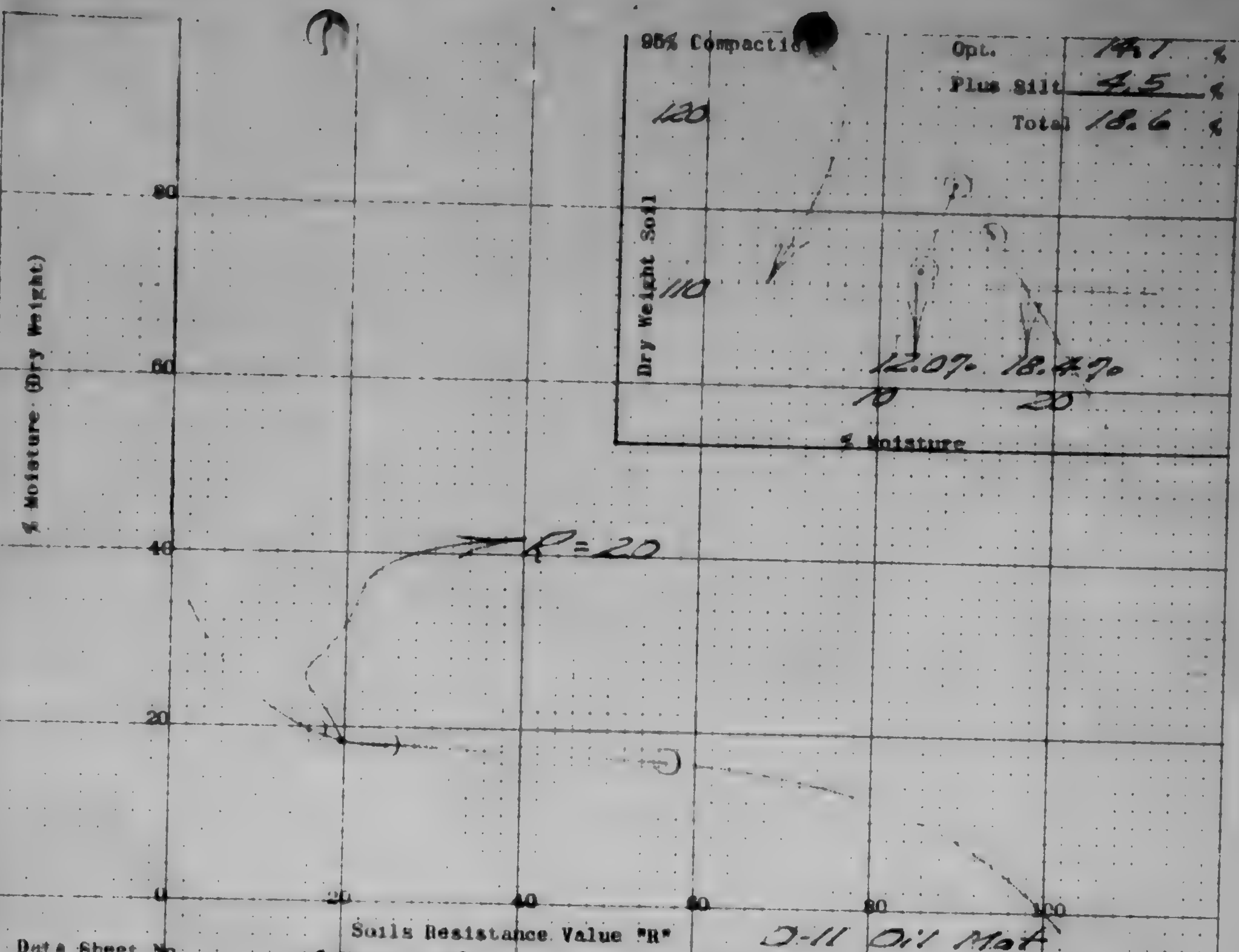
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO NO. T319C 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1015H

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



Opt.	14.1 %
Plus Silt	4.5 %
Total	18.6 %

D-11 Oil Mat

Data Sheet No.	A35578
Lab. No.	350255
LL	24
PI	4
Pass 200 Screen	67.3 %
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	7.5 %
Coarse Sand	10.9 %
Fine Sand	15.9 %
Silt	35.2 %
Clay	30.5 %
Sg	2.75
Natural Moisture	%

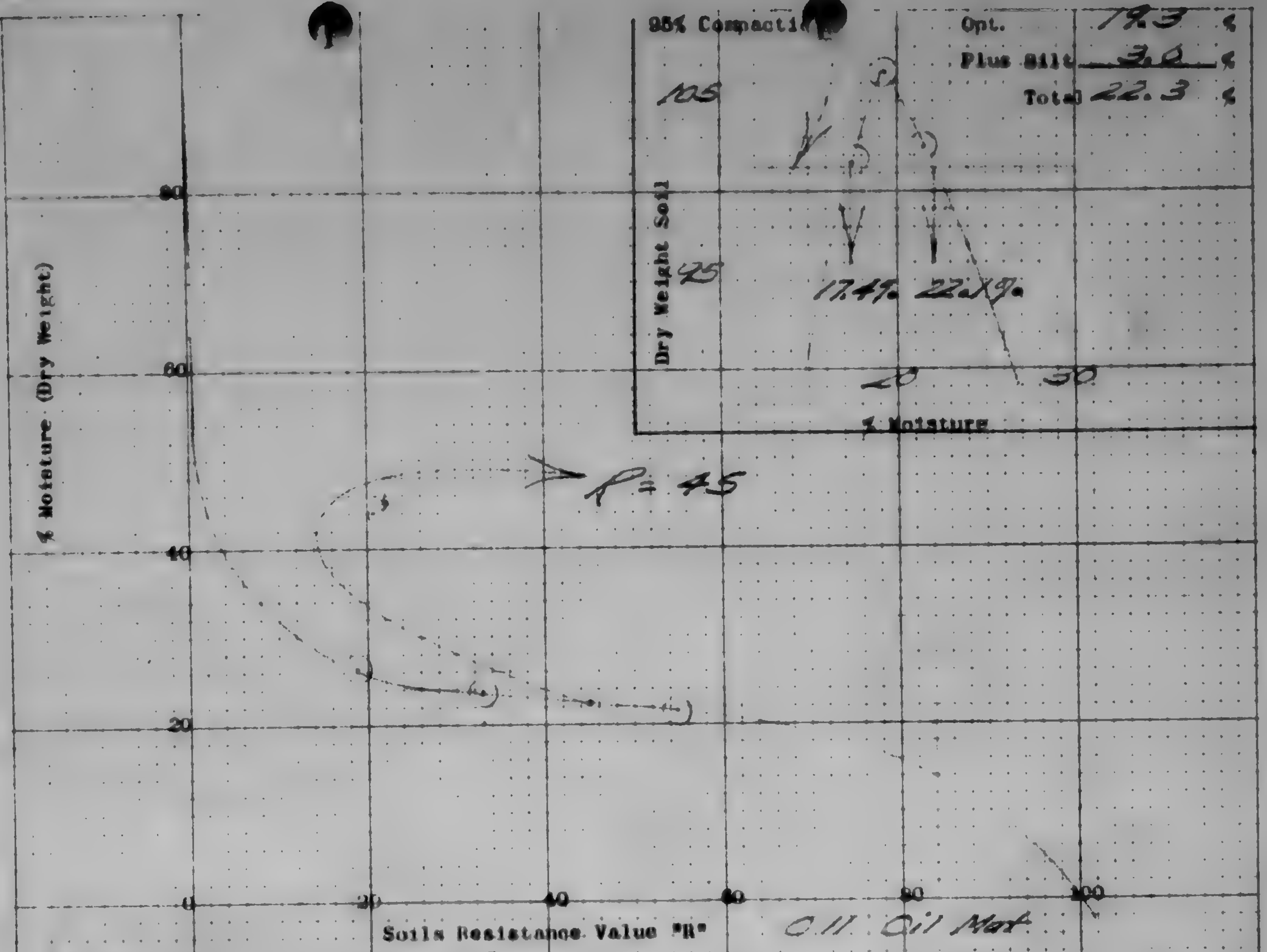
Base & Wear MH	Traffic	15.5 "
Minus Rock Reduction		"
		"
Minus Wearing Surface		"
		"
Plus 25% Increase		4.0
Plus Wearing Surface		"
Total Base & Wear		19.5 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Cr. - Hells Gate Bridge
Hwy F.A.S. 594
Station 1.3 mi. W. Quartz Cr. Br. 12' Rt. of 306+50
Depth - Beneath ℄ of present road
Hole #
To be used Subgrade
Prefix No.
County - Josephine
Date - 11-12-54
Designed by S



Opt. 19.3 %
Plus Silt 3.0 %
Total 22.3 %

C.11 Oil Mat

Data Sheet No. A35579
Lab No. 350254
LL 40
PI 20
Pass 200 Screen 85.7 %
HYDROMETER ANALYSIS
Particles larger than
2 0 mm 4.4 %
Coarse Sand 5.1 %
Fine Sand 7.2 %
Silt 25.3 %
Clay 57.4 %
Sg 2.70
Natural Moisture %

Base & Wear MH Traffic 11.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface —— "
"
Plus 25% Increase 3.0 "
Plus Wearing Surface "
Total Base & Wear 14.0 "

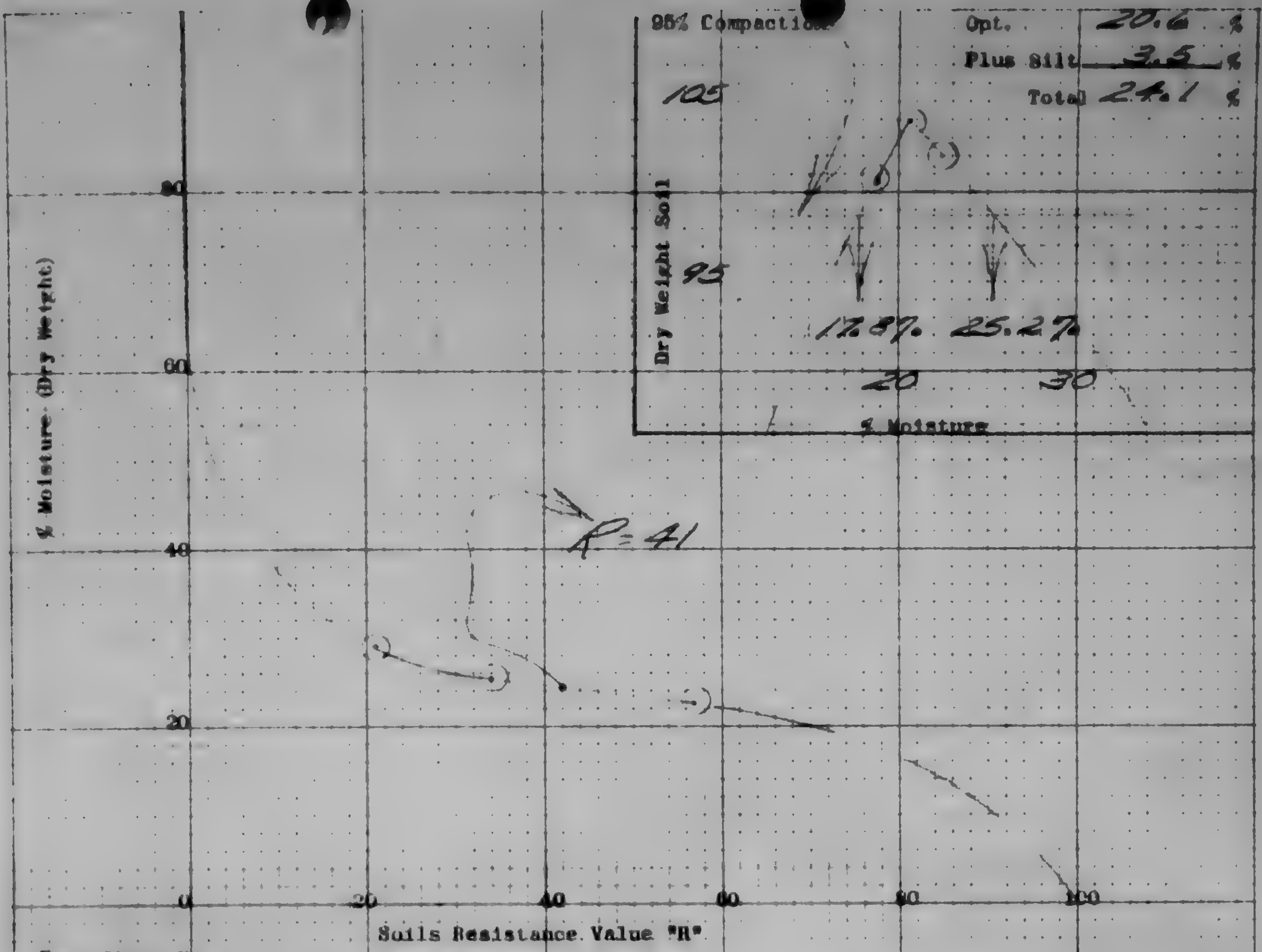
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Cr.-Hells Gate Bridge
Hwy F.A.S. 594
Station 2.8 mi. W. Quartz Cr. Br. at Sta. 313
Depth - ℄ of present road
Hole #
To be used - Subgrade
Prefix No.
County - Josephine
Date - 11.12.54
Designed by 9

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



Data Sheet No.	A35580
Lab. No.	350255
LL	52
PI	32
Pass 200 Screen	88.4 %
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	2.1 %
Coarse Sand	3.4 %
Fine Sand	6.5 %
Silt	30.3 %
Clay	57.7 %
Sg	2.67
Natural Moisture	%

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear M-H Traffic	11.0 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	— "
	"
Plus 25% Increase	3.0 "
Plus Wearing Surface	— "
Total Base & Wear	14.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Quartz Cr. - Hells Gate Bridge
Hwy. F.A.S. 544
Station 4.5 mi. W. Quartz Cr. Br.
Depth - ℄ of present road
Hole #
To be used Subgrade
Prefix No.
County - Josephine
Date 11-12-54
Designed by B

CLEARPRINT PAPER CO NO T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. IN CLEARPRINT TECHNICAL PAPER NO

FORM 230—60M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 18, 1954

NOTED
J. W. CATTRALL

SUBJECT: Galice County Road,
Josephine County

To: ~~Mr. H. G. Smith~~
~~Construction Engineer~~
~~Salem, Oregon~~

Attention: Mr. Ray Webber

Dear Sir:

Regarding your letter requesting preliminary base design on the Galice County Road in Josephine County, please be advised that both Mr. H. Unger, Division Soils Engineer and myself have inspected this road in the company of Mr. C. P. Faurso, County Engineer.

Preliminary samples are being taken and a report of suggested base design will be submitted as soon as test results are available.

Very truly yours,

Tom Edwards
Division Engineer

By F D Morgan
F. D. Morgan
Assistant Division Engineer

FDM;vw
cc: J. F. Hagemann ✓

NOTED
J. F. HAGEMANN

RECEIVED
OCT 1 8 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT 1 [illegible] 1954
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED

RECEIVED
SEP 23 1954
ENGINEER
COUNTY-CITY RELATIONS

Salem, Oregon
September 22, 1954

SUBJECT: Preliminary Base Design
on Gallice County Road
Josephine County

To:
~~Mr. Tom Edwards~~
~~Division Engineer~~
~~State Highway Department~~
Roseburg, Oregon

NOTED
J. W. CAMPBELL

NOTED

Dear Sir:

Attached you will find copies of a letter from Mr. John F. Hagemann of the County-City Relations.

Would you please have someone take the required soil samples for a preliminary base design.

Very truly yours,

Ray Webber
Ass't. Construction Engineer

RW:ef

Attachments

cc to: H. G. Smith
John F. Hagemann

NOTED
J. F. HAGEMANN

Salem, Oregon
September 21, 1954

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. A[illegible]rs

Attention: Mr. Ray Webber

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Josephine County has tentatively proposed the improvement of the Galice County Road as a county FAS project, however, prior to definitely programming this project it is requested that a preliminary base design be made for improvement of this road. A general highway map is attached upon which the section of road involved is shown colored in red. It would be appreciated if you would take the necessary steps to prepare a preliminary base design at your convenience and advise this office of the results.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
Att.

UI-323(12) 33rd Ave. U'Xing, Banfield 1955
Expressway
#4546

RECEIVED
APR [illegible] 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 22, 1957

(CONTRACT NO.) FI-323(12)	(EST. NO.)	(CONTRACTOR)
4546	12-Final	Gibbons and Reed Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8391	H-178767	$ 6,645.36	4/22/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1956**

Time Extensions: **Oct. 13, 1956**

Completion Date: **Oct. 13, 1956**

Date Accepted: **Dec. 17, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Apr. 23, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 8 - 1957
FOR FILING

[illegible]

4546

April 5, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4546 for work performed on the Grand Ave.-42nd Ave. Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Gibbons & Reed Co., on October 13, 1956 and was formally accepted by the Highway Commission on December 17, 1956.

Final payment in the amount of $6,645.36 will be released to the contractor on or after April 15, 1957. The total contract amount is $180,275.72, of which amount $1,411.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

esm

cc: Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.
Portland 4, Oregon

A

FORM [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 28 1956
FOR FILING
HI 323 (12)
4546

December 27, 1956

Gibbons & Reed Co.
P. O. Box 4989
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 17 had under discussion your request for an extension of time from July 31, 1956 to October 13, 1956 within which to complete your contract No. 4546, for constructing the 33rd Avenue Undercrossing on the Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 13 1956
FOR FILING

4546

December 11, 1956

Request for Extension of Time
No. 15
December 17 and 18, 1956 Meeting

Oregon State Highway Commission

Gentlemen:

Re: 33rd Avenue Undercrossing
T. H. Banfield Expressway
Contract No. 4546

Gibbons and Reed Company, contractors on the 33rd Avenue Undercrossing, on the T. H. Banfield Expressway, have requested an extension of time from the specified completion date, July 31, 1956, to October 13, 1956, the date of completion.

The contract was let on September 23, 1955, and was awarded on November 2, 1955, but very little work could be done until the Lyons property at the south end of the structure was vacated on December 1, 1955.

Besides the delay in being able to start work, the contractor was further delayed by the removal of power lines. The east one-half of the 33rd Avenue section of this structure was open to traffic on May 15, 1956. The remainder of the 33rd Avenue section was open to traffic on August 14.

As there has been only minor inconvenience to the traveling public by this delay, it is recommended that this request for extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

PMB/mn

Attached

RECEIVED
OCT 17 1956
FOR FILING

[illegible])

4546

October 16, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons & Reed Company in connection with contract No. 4546, for constructing the 33rd Avenue Undercrossing on the Banfield Expressway in Multnomah County. This payment in the amount of $7,970.24 will be released to the contractor on or after October 26, 1956. The retained percentage is $5,370.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
JF

Form E-1—[illegible]

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

115-323 (1-)

For Week Ending May 19, 1956

Section 33rd Ave. Undercrossing

Kind of work structure, grading, and paving

Highway T. H. Banfield Expressway

Section prefix 26-1060

Contractor Gibbons and Reed

Contract number 4546

Date of contract ...., 19....

Date of completion ...., 19....

Date work started ...., 19....

Estimated date of completion ...., 19....

Project authorization . . . . $............

Exclusive of Engineering . . . . . . $............

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $............

Estimated per cent overrun or underrun . . . .%

Per cent of contract completed, based on total contract price . . . .%

Engineering authorization . . . . $............

Engineering cost to date $............, ...%

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

GRADING WORK

Paved south approach to the structure.

Grading work suspended on Tuesday, will be resumed after completion of D^4 structures.

East 22' of structure roadway opened to traffic 10:00 am Wednesday.

NOTED
W. T. WRIGHT

NOT
H. [illegible]

NOTED
R. D. [illegible]

NOTED
V. D. WOLFE

cc: L. R. Allen
Resident Bridge Engineer

Signed Lloyd P. Shaw
LLOYD P. SHAW, Resident Engineer

Address P. O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men	2
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	3
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ... ., Barber-Green 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	"		
Tuesday	"		
Wednesday	" & hot		
Thursday	" " "		
Friday			
Saturday			

RECEIVED
MAY 7 - 1956
FOR FILING

[illegible]
4-[illegible]

May 4, 1956

Mr. Leon Feldstein
Hollywood Furniture Company
1205 N. E. 33rd Avenue
Portland 13, Oregon

Dear Mr. Feldstein:

The contractor building the 33rd Avenue viaduct has been making excellent progress on his work. We expect to have this structure open for traffic Wednesday of next week, although his contract completion date is in July.

We realize that any interruption of traffic on Portland streets works a hardship on individuals in the neighborhood, and we have pushed the construction as much as is practicable.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. P. M. Stephenson
Mr. A. G. Skelton

May 2, 1956

Traf [illegible]

Mr. Leon Feldstein
Hollywood Furniture Company
1205 N.E. 33rd Avenue
Portland 13, Oregon

Dear Mr. Feldstein:-

We have received your communication of April 28th relative to the completion of the N.E. 33rd Avenue Viaduct. Please be advised that since the work is under contract by the State Highway Commission, I am sending a copy of your letter to Mr. R. H. Baldock, State Highway Engineer, for his consideration.

From my personal knowledge of the work, I believe the contractor is making satisfactory progress and weather conditions have helped greatly.

Yours very truly,

F. T. FOWLER
Traffic Engineer

FTF:jtk
cc: Mr. R. H. Baldock
State Highway Engineer
State Highway Building
Salem, Oregon

Attachment

REFERRED TO
Paxson
By State Highway Engineer

Please prepare an answer

NOTED
G. S. PAXSON

RECEIVED
MAY 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

HOLLYWOOD FURNITURE CO.

N. E. 33rd and Sandy Boulevard
Portland 13, Oregon

April 28 1956

Mr. Fred Fowler
City Engineer
Portland, Oregon

Dear Mr. Fowler:

I am writing to ask if there is any possible way of expediting the completion of the viaduct over the Banfield Expressway on NE 33rd between Sandy and Broadway.

Frankly, the closure of NE 33rd in front of our store has seriously handicapped us for the past several months and has hurt our business, and we are naturally interested in reopening just as fast as possible.

I am a heavy tax payer in Portland and Multnomah County and every day of delay is not only making it difficult for us and for our customers, but also is retarding the even flow of traffic which normally uses 33rd Avenue.

Will you please use your influence to see that this project is completed just as soon as possible and if necessary ask the State Highway Commission to help also. Thanks very much.

Yours truly

LEON FELDSTEIN
Hollywood Furniture Co

/s/ L. FELDSTEIN

COPY

Form PR 2 (Revised 1950)

CPR8-1921

State Oregon

Project No. UI-323(12)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 15th day of April, 1955, a program, which was approved on the 15th day of June, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 7th day of September, 1955, and the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

$191,587.11

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

~~Between~~ At Station 111+76.89 at N. E. 33rd Avenue in Portland,

, length 0.000 miles, in Multnomah County, being Oregon project No. UI-323(12), consisting of 0.000 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.000 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eighteen thousand and 00/100 dollars ($118,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-one thousand, five hundred eighty-seven and 11/100 dollars ($191,587.11), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

$191,587.11

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

Federal Aid Project
No. UI-323(12)

Oregon State Highway Department

33RD AVENUE UNDERCROSSING
OF THE T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1955

Type Code [illegible]
Roadway (Sta. La 11+76.89)(Contract No. 4546)

All Required	Clearing and Grubbing		$ 509.50
All Required	Removal of Concrete and Masonry		5,136.00
70 cu. yds.	Drainage Excavation, Unclassified	$ 3.21	224.70
4,000 cu. yds.	General Excavation, Unclassified	0.43	1,720.00
270 lin. ft.	8-inch Sewer Pipe	1.10	297.00
90 lin. ft.	Extra for Pipe Under Pavement	5.35	481.50
1 only	Adjustment of Manholes	100.00	100.00
5 only	Concrete Inlets	54.50	272.50
480 cu. yds.	Coarse Crushed Material in Base	3.48	1,670.40
40 cu. yds.	3/4" - 0 Material in Base	4.00	160.00
14 M-gal.	Sprinkling	3.75	52.50
300 tons	Class "B" Asphaltic Concrete	9.63	2,889.00
4 tons	RS-2 Asphalt in Tack and Seal Coats	80.25	321.00
12 cu. yds.	Aggregate in Pavement Seal	10.70	128.40
			$ 13,962.50

Type Code X721
33rd Avenue Undercrossing (Sta. La 111+76.89)(Contract No. 4546)

All Required	Alter Existing Structure		$ 6,850.00
All Required	Shoring, Cribbing, Etc.		1.00
3,800 cu. yds.	Structural Excavation	$ 1.46	5,548.00
50 cu. yds.	Excavation Below Elevation Shown	5.35	267.50
400 lin. ft.	Furnish Cast-in-Place Concrete Piling	2.35	940.00
16 only	Drive Steel Casings	68.50	1,096.00
1,480 cu. yds.	Class "A" Concrete	61.60	91,168.00
340,000 lbs.	Metal Reinforcement	0.113	38,420.00
All Required	Miscellaneous Metal		10,000.00
All Required	Electrical Work		1,037.90
1,140 lin. ft.	Metal Rail	4.28	4,879.20
			$160,207.60

Subtotal	174,170.10
10% Engr. & Cont.	17,417.01
Total	$191,587.11

Length of Structure & Roadway 0.000 mile

Federal Funds- -	$118,000.00
State Funds- -	73,587.11
	$191,587.11

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. UI-323(12)

33RD AVENUE UNDERCROSSING OF THE
T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Sept. 7, 1955

Type Code 6201
Roadway (Sta. Ls-111+76.89)

		$	$
All Required	Clearing and Grubbing		1,000.00
All Required	Removal of Concrete and Masonry		5,000.00
70 cu. yds.	Drainage Excavation, Unclassified	3.00	210.00
4,000 cu. yds.	General Excavation, Unclassified	0.45	1,800.00
270 lin. ft.	8-Inch Sewer Pipe	1.75	472.50
90 lin. ft.	Extra for Pipe Under Pavement	2.00	180.00
1 only	Adjustment of Manholes	75.00	75.00
5 only	Concrete Inlets	75.00	375.00
480 cu. yds.	Coarse Crushed Material in Base	3.50	1,680.00
40 cu. yds.	3/4" – 0 Material in Base	4.00	160.00
14 M-gal.	Sprinkling	3.00	42.00
300 tons	Class "B" Asphaltic Concrete	10.00	3,000.00
4 tons	RS-2 Asphalt in Tack and Seal Coats	40.00	160.00
12 cu. yds.	Aggregate in Pavement Seal	5.00	60.00
			$ 14,214.50

Type Code X721
33rd Avenue Undercrossing (Sta. Ls-111+76.89)

		$	$
All Required	Alter Existing Structure		5,000.00
All Required	Shoring, Cribbing, Etc.		10,000.00
3,800 cu. yds.	Structural Excavation	4.00	15,200.00
50 cu. yds.	Excavation Below Elevation Shown	8.00	400.00
400 lin. ft.	Furnish Cast-in-Place Concrete Piling	5.50	2,200.00
16 only	Drive Steel Piles	70.00	1,120.00
1,480 cu. yds.	Class "A" Concrete	60.00	88,800.00
340,000 lbs.	Metal Reinforcement	0.115	39,100.00
All Required	Miscellaneous Metal		2,250.00
All Required	Electrical Work		1,500.00
1,140 lin. ft.	Metal Rail	5.00	5,700.00
			$171,270.00

Subtotal	185,484.50
10% Engr. & Cont.	18,548.45
Total	$204,032.95

Length of Structure & Roadway 0.000 Miles

Federal Funds..	$122,000.00
State Funds..	82,032.95
	$204,032.95

RECEIVED
1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 22, 1955

SUBJECT: Pux 148-Impaired Clearances-
33rd Avenue
Banfield Expressway
Multnomah County

To: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stevenson (2)

Herewith I hand you copy of Order No. 34240, issued by the Public Utilities Commissioner under date of December 20, 1955, covering impaired clearances at N. E. 33rd Avenue on the T. H. Banfield Expressway, Multnomah County.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
DEC 2[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Order #34240

BEFORE THE PUBLIC UTILITIES COMMISSIONER
OF OREGON

F-474-140

In the Matter of the Application of the State)
of Oregon, by and through its State Highway)
Commission, for an order authorizing temporary)
and permanent impaired clearances affecting the)
main line track of Oregon-Washington Railroad)
& Navigation Company, and its Lessee, Union)ORDER
Pacific Railroad Company, at N.E. 33rd Avenue,)
in the City of Portland, Multnomah County,)
Oregon.)

On October 6, 1955, the State of Oregon, by and through its State Highway Commission, filed its application for an order authorizing temporary impairment to standard clearances as set forth in Public Utilities Commissioner's Order No. 33700 affecting the main line track of Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company, at Northeast 33rd Avenue, in the City of Portland, Multnomah County, Oregon. On October 13, 1955, the Applicant filed an amended application requesting authorization for both temporary and permanent impaired clearances at this location.

In connection with the construction of the T. H. Banfield Expressway, it will be necessary to revise and reconstruct a ramp approach to an overcrossing structure which spans the tracks and right of way of Railroad Companies at Northeast 33rd Avenue in the City of Portland. In so doing, it will be necessary, because of established grades of railroad and highway, to impair the minimum standard vertical clearance as set forth in Order No. 33700. During the period of construction, forms necessary to carry the concrete construction will limit the vertical clearance to a height of 21 feet above top of rail.

Upon completion of the project and removal of the falsework, a minimum clearance of 22 feet 0 inches above top of rail will be provided. No impairment to the minimum horizontal clearance as set forth in Order No. 33700 is contemplated.

Railroad Companies offered no objection to the Highway Commission's application or amended application.

Based upon the foregoing, it is concluded that the creation of the impairments at this location, as described above, will not constitute a serious hazard to rail operation, will facilitate the construction of the overcrossing, is in the interest of the public, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for an order authorizing temporary and permanent impairment to standard clearances as set out in Order No. 33700 affecting the main line track of Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company, at Northeast 33rd Avenue, in the City of Portland, Multnomah County, Oregon, is granted; and it is further

ORDERED that a minimum vertical clearance of 21 feet above top of rail is herein authorized during such portion of the construction period as is necessary to the erection and maintenance of such falsework as may be required; and it is further

ORDERED that upon completion of the project and the removal of the falsework, a clearance of not less than 22 feet above top of rail shall be provided; and it is further

ORDERED that the above minimum vertical clearance shall obtain for a distance of 8½ feet on each side of the centerline of track; and it is further

ORDERED that Oregon-Washington Railroad & Navigation Company, and its Lessee, Union Pacific Railroad Company are herein authorized to operate over the tracks involved under such conditions of impairment as are above set forth; and it is further

ORDERED that impaired clearance signs, bearing the words "IMPAIRED CLEARANCE" in black letters at least three inches high on a white background and containing thereon the inscription "PUC NO. 34240", shall be installed in such a manner and at such a location on each side of the impairment as to be readily observed by trainmen when approaching the impairment; and it is further

ORDERED that said signs shall be illuminated in such a manner as to be plainly visible during the hours of darkness.

Made and entered this 20th day of December, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 13 1955
FOR FILING

[illegible]
4546

December 6, 1955

Portland General Electric Company

Portland, Oregon

Re: Power lines
N. E. 33rd Avenue Overpass

Attention: Mr. A. B. Cayo

W. C. WILLIAMS

Gentlemen:

This is to acknowledge receipt of your letter of December 2, 1955, relative to the above matter. In your letter you indicate that you have initiated the proposed location of the power lines, upon the basis of payment to be made by the State's contractor.

You will note that in our letter of November 29, 1955, we specifically gave notice that removal of poles, lines and facilities and reestablishment of the same must be without expense either to the city or to the State. Under the terms of Contract No. 4546 between the State of Oregon, by and through its State Highway Commission, and Gibbons and Reed Company, the contractor (Gibbons and Reed Company) has no responsibility, obligation or authority relative to the removal of the power lines and other facilities in question. If the contractor has, as you state, voluntarily agreed to pay the cost of the relocated poles and lines on the property involved, it is a matter entirely between the contractor and the Portland General Electric Company. Under no circumstances will the State Highway Commission make any reimbursement to the contractor for any costs which the contractor may have voluntarily incurred in connection with the moving of the power lines or other facilities. We are enclosing herewith a copy of a letter written to Gibbons and Reed Company on the subject explaining the position of the State, and we are also forwarding a copy of this letter to Gibbons and Reed Company for the information of that company.

In your letter of December 2, 1955, you indicated by your request for an easement that it is your plan to re-establish your facilities upon the parcel of property lying easterly of N. E. 33rd Avenue. It has been my understanding throughout discussions of this problem that your pole lines and other facilities would be relocated upon the property lying westerly of N. E. 33rd Avenue and north of N. E. Halsey Street. In any event, it will be necessary for us to have a definite description of the site of the proposed relocation, after a determination of the location is made.

As you know, it is essential that this problem be resolved with the utmost speed, and anything you can do to expedite matters will be appreciated. If you need any further information, or wish to discuss the matter, please let me know.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:aj
Encl.
cc - Gibbons and Reed Company
Mr. W. C. Williams
Mr. F. M. Stephenson

RECEIVED
DEC 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1955
FOR FILING

[illegible] (12)

4546

December 1, 1955

Gibbons & Reed Company
Post Office Box 4989
Portland 13, Oregon

Attention: Mr. A. V. Toolson
District Manager

Gentlemen:

Reference is made to your telephone conversation last Monday with Mr. P. M. Stephenson, Bridge Engineer, and your letter of November 29 to Mr. A. G. Shelton, Division Engineer, to which there were attached letters addressed by you to the Portland General Electric Company and the Pacific Power and Light Company relative to the moving of power lines and facilities on the 33rd Avenue Undercrossing project.

This is to advise you that it is the obligation of the Power Company to move the lines and facilities at its own expense, and the Company has been so notified. Under no circumstances will the State Highway Commission make any reimbursement to you for any costs which you may voluntarily incur in connection with the moving of the power lines as outlined in your letters referred to.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

JWD:me

cc Mr. P. M. Stephenson
Mr. A. G. Shelton
Mr. J. W. DeSouza

Mr. Stephenson has
letter from PG E Company
received 12·5 55

FORM S-189X 25M 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 21 1955
FOR FILING

111-323(2)
4546

November 30, 1955

Pacific Power & Light Company
[illegible] S. W. 6th Avenue
Portland, Oregon

Re: Moving Power Lines—N.E. 33rd Avenue
Overpass of Banfield Expressway—
City of Portland

Gentlemen:

Under the terms of an agreement entered into between the State of Oregon, by and through its State Highway Commission, and the City of Portland, under date of November [illegible], 1955, the State Highway Commission is constructing an overcrossing structure over the F. W. Banfield Expressway on N. E. 33rd Avenue, extending southerly from the existing overcrossing structure above the tracks of Oregon-Washington Railroad & Navigation Company and its lessee Union Pacific Railroad Company.

We are advised that you have certain wires on the poles of Portland General Electric Company and in connection with the project, it will be necessary that the existing poles, lines and facilities, insofar as they will interfere with the construction and future use of the proposed structure be moved from their existing locations and re-established in such locations as may be proper, without expense either to the City or to the State.

Notice previously has been given to Portland General Electric Company regarding the moving and re-establishment of the existing poles, lines and facilities and this communication is addressed to you to give notice thereof so that you may make proper provision regarding your transmission wires in connection with the moving necessary to be done.

As stated above, the proposed project is being handled under an agreement between the State and the City, and, if for any reason you should feel that this communication is not adequate notice to you, please advise at once and we have every assurance that, under the agreement with the Highway Commission, the City of Portland will give such formal and technical notice to you as you may consider indispensable.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

[illegible]
Assistant Counsel

[illegible]
cc: Mr. L. E. Apperson, City Engineer
Mr. Alex Brown, City Attorney
Mr. W. C. Williams
Mr. G. S. Paxson ✓
Mr. F. B. Stephenson
Mr. A. [illegible]
Mr. [illegible], Jr.
Portland General Electric Company

NOTED
G. S. PAXSON

RECEIVED
DEC 21 1955
FOR FILING

FORM E20—30M—2-55—32903
[illegible]
454

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

[illegible], 1955

SUBJECT:

To: Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon

Re: Moving Power Lines—N.E. 33rd Avenue
Overpass of Banfield Expressway—
City of Portland

Gentlemen:

Under the terms of an agreement entered into between the State of Oregon, by and through its State Highway Commission, and the City of Portland, under date of November [illegible], 1955, the State Highway Commission is constructing an overcrossing structure over the T. H. Banfield Expressway on N. E. 33rd Avenue, extending southerly from the existing overcrossing structure above the tracks of Oregon-Washington Railroad & Navigation Company and its Lessee Union Pacific Railroad Company.

In connection with this project, it will be necessary for you to remove your existing poles, lines and facilities, insofar as they will interfere with the construction and future use of the proposed structure, and the purpose of this communication is to give you notice to remove your existing poles, lines and facilities and re-establish the same at such locations as may be proper, without expense either to the City or to the State.

There is attached a map on which there is indicated, in red, the property for which title either is now vested in the State of Oregon or is under condemnation proceedings. The Commission will permit the installation of your lines, including temporary locations if necessary, on this property where such installation will not interfere with the proposed construction, or violate the State safety code of the Industrial Accident Commission, as the case may apply either during construction or after completion of the project. Engineering representatives of the Commission will be glad to consult with engineers from your Company on the ground with the intent of selecting a suitable location for your power lines in order to accomplish the results desired. A contract for the project now has been awarded, and it is urgent that the selection of a suitable new location and the removal of your existing power line be accomplished at the earliest possible time. It, therefore, is requested that upon receipt of this communication you call Mr. [illegible], Division Engineer, in Portland, telephone [illegible], so that a prompt conference on the ground can be arranged.

NOTED
G. S. PAXSON

A conference was held in the office of Mr. L. G. Apperson, City Engineer of Portland, on Wednesday, November 23, at which time Mr. Apperson, Miss Marian C. Cushing, Chief Deputy City Attorney, Mr. John J. Coughlin, representing your company, and Mr. G. D. Paxson, Mr. F. W. Stephenson and the writer representing the State Highway Commission were present. At this time Mr. Coughlin suggested an inspection on the ground and also gave assurance that a communication from this Department would be considered as the equivalent of a formal notice by the City of Portland. If you should feel, for any reason, that this communication is not adequate, please advise at once, and we have every assurance that, under the agreement with the Highway Commission, the City of Portland will give such formal and technical notice to you as you may consider indispensable.

Very truly yours,

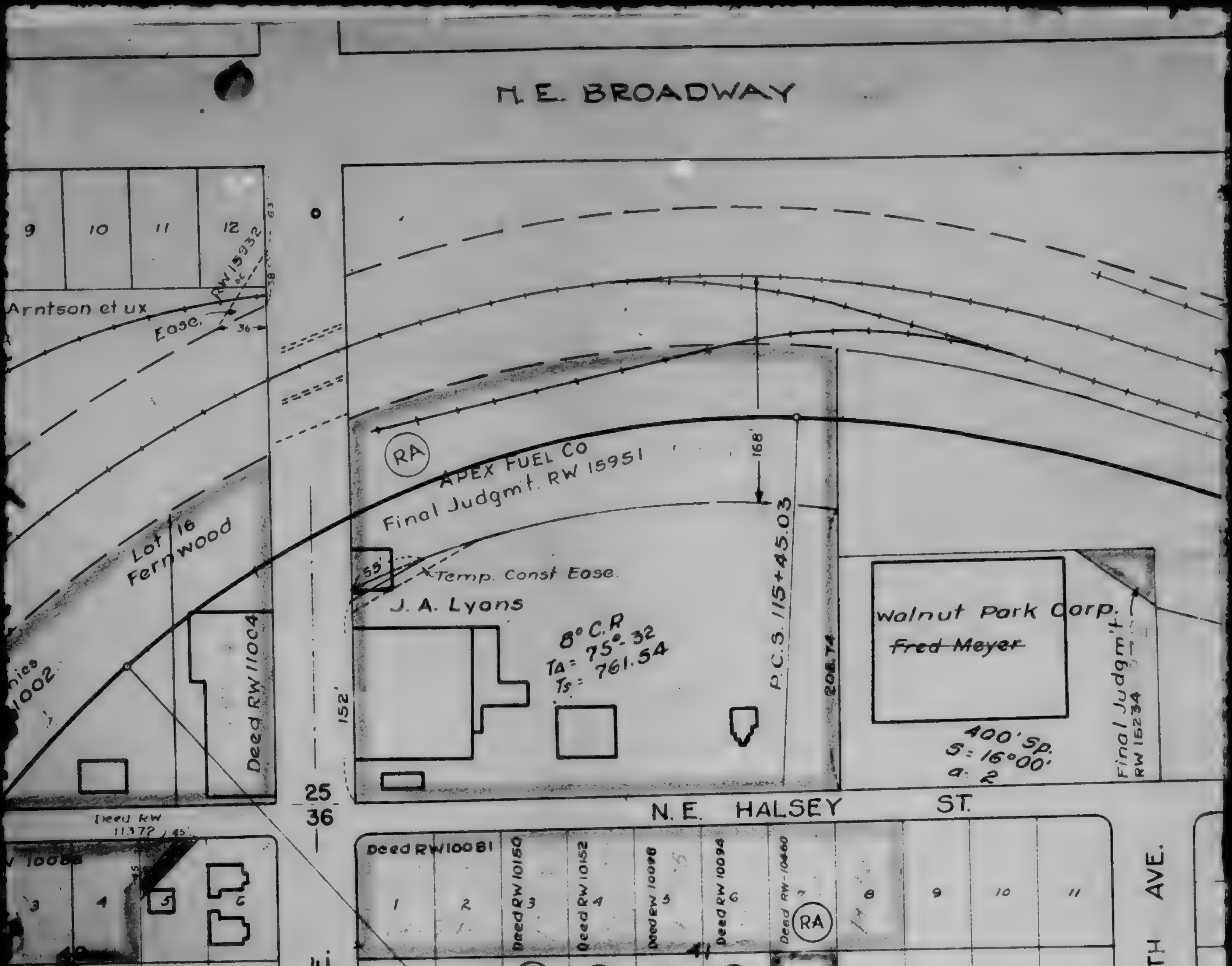
C. W. ENFIELD
Chief Counsel

By

J. [illegible]
Assistant Counsel

[illegible]
encl.
cc: Mr. L. G. Apperson
City Engineer
Mr. Alex Brown
City Attorney
Mr. W. C. Williams
Mr. G. D. Paxson ✓
Mr. F. W. Stephenson
Mr. A. G. Skelton
Mr. R. L. May, Jr.

RECEIVED
DEC 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER


N. E. BROADWAY
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10
11
12
RW 15932
Arntson et ux
Ease.
36
Lot 16
Fernwood
nies
1002
Deed RW 11004
RA
APEX FUEL CO
Final Judgm't. RW 15951
168'
55'
Temp. Const Ease.
J. A. Lyons
8° C.R.
TΔ = 75° 32
Ts = 761.54
P.C.S. 115+45.03
152'
208.74
Walnut Park Corp.
~~Fred Meyer~~
400' Sp.
S = 16°00'
a = 2
Final Judgm't.
RW 15234
25
36
N. E. HALSEY ST.
Deed RW
11377
45
W 10088
3
4
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Deed
RW 11833
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9
8
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AVE.
Deed RW 10081
1
2
Deed RW 10150
3
Deed RW 10152
4
Deed RW 10098
5
Deed RW 10094
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Deed RW-10460
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RA
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N.E. 35TH AVE.
400' Sp.
S = 16°00'
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N. E. CLACKAMAS ST.
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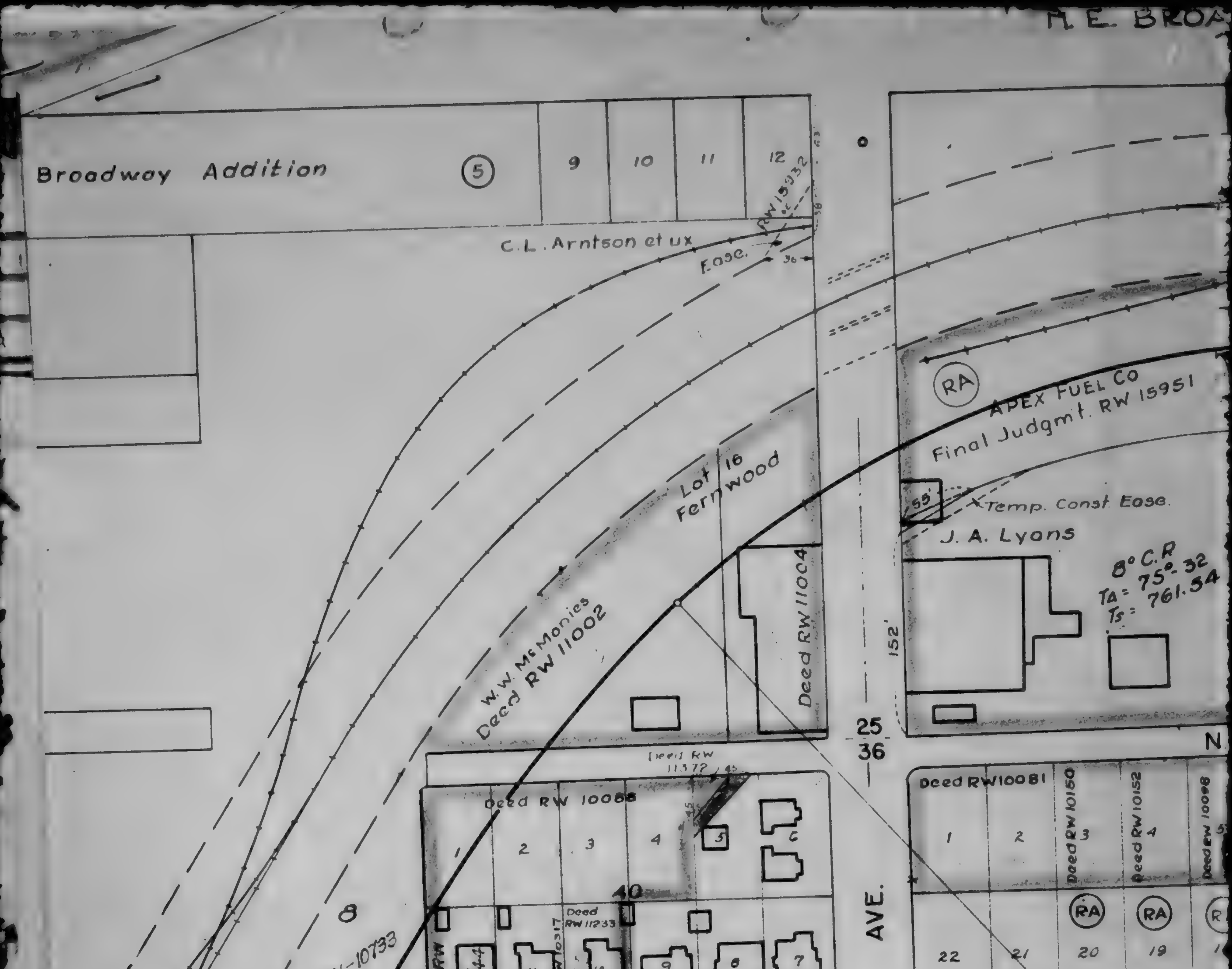
42
N.E. 33RD
WASCO
ST.


N.E. BROA
Broadway Addition
5
9
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11
12
RW 15932
C.L. Arntson et ux
Ease.
RA
APEX FUEL CO
Final Judgmt. RW 15951
55'
Temp. Const. Ease.
J. A. Lyons
8° C.R
TA = 75°-32
Ts = 761.34
Lot 16
Fernwood
W.W. McMonies
Deed RW 11002
Deed RW 11004
152'
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36
N.
Deed RW 11372
Deed RW 10088
1
2
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6
40
Deed RW 11233
Deed RW 10317
Deed RW 10744
12
11
10
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7
8
Deed RW-10733
AVE.
Deed RW 10081
Deed RW 10150
Deed RW 10152
Deed RW 10098
RA
22
21
20
19
N.E. CLACK
400' Sp.
S = 16°00'
a = 2
Deed RW-10733
Deed RW 10244
Deed RW 10177
Deed RW 11371
Deed RW 10264
Deed RW 10201
Deed RW 10187
39
N.E. 33 RD
N.E. WASCO
ST.

RECEIVED
DEC 7 - 1955
FOR FILING

November 29, 1955

P. O. Box 4989
Portland 13, Oregon

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

On September 23rd we were low bidders on the 33rd Avenue Undercrossing on the Banfield Expressway. Construction of this structure is not possible until the power lines crossing the site are moved.

When we inspected the site before bidding the job we saw the power poles in the way. As the plans and special provisions did not detail the moving of the poles we concluded that the standard provisions would hold and that you would have them moved to a new location. About the only assumption we made here was that the new location would be far enough away so we could build the bridge.

Now, more than two months after we bid the bridge in, absolutely no progress has been made in getting you and the utilities to relocate the poles so we can begin construction. In the interest of getting the structure under way, we have directed the Portland General Electric Co. and the Pacific Power & Light Co. to make the necessary move and to bill us for the costs.

As we do not believe this is our responsibility, we want to keep you advised of our action because we want you to reimburse us for these costs when we get the bills. This letter and our letters to the utility companies are in accord with our conversation with you yesterday.

Yours truly
GIBBONS & REED CO.

A. V. Toolson

A. V. Toolson
District Manager

c.c. Mr. P. M. Stephenson
Bridge Engineer

RECEIVED
NOV 30 1955
OREGON
STATE HIGHWAY COMMISSION

November 29, 1955

Box 4989

Portland 13, Oregon

Pacific Power & Light Co.
Public Service Building
920 S. W. 6th Avenue
Portland, Oregon

Attention Mr. E. L. Miller, Distribution superintendent.

Gentlemen:

You may consider this letter as your authority to bill this company for the clearing of your equipment to clear construction in the vicinity of N. E. 33rd Avenue and Halsey Street.

It is our understanding that this cost will not exceed $ 1,500.00

Yours truly,
GIBBONS & REED CO.
A V. Toolson
A. V. Toolson
District Manager

November 29, 1955

Box 4989

Portland 13, Oregrn

Portland General Electric Co.
621 S. W. Alder St.
Portland, Oregon

Attention Mr. A. B. Cayo, Superintendent of Distribution.

Gentlemen:

You may consider this letter as your authorization to bill this company for all costs of building a temporary line in the vicinity of N. E. 33rd Avenue and Halsey Street.

It is our understanding that this cost will not exceed $ 3,000.00.

Yours truly
GIBBONS & REED CO.

A. V. Toolson
District Manager

RECEIVED
NOV 29 1955
FOR FILING

U1-323 (13)
4546

November 28, 1955

Gibbons and Reed Company
P. O. Box 4989
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4546. which was awarded to you by the State Highway Commission on November 2, covering the 33rd Avenue Undercrossing on the Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 1 1955
FOR FILING

UT-[illegible](12)

4546

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

November 21, 1955

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Attention: Mr. G. S. Paxson,
Assistant State Highway
Engineer

Dear Mr. Paxson:

I received a copy of your letter to Mr. Apperson, and Mr. Apperson has referred to me your letter to him, with regard to the relocation of electrical utility lines of the Portland General Electric Company in connection with the construction of the N.E. 33rd Avenue Overpass.

Upon examination of the contract which was signed by the Highway Commission and the City of Portland relating to the Union Avenue-N.E. 42nd Avenue section of the T.H. Banfield Expressway, we are unable to discover the paragraph you quoted. It is the recollection of Mr. Apperson and this office that such a paragraph was included in the original draft proposed by the Highway Commission for the agreement but such paragraph was deleted and the provisions rewritten in the contract which was finally signed on November 4, 1955. No such paragraph now appears according to the agreement we have on file under the section: "Things To Be Done By The City". Instead, paragraph 1 of the general provisions reads as follows:

> "1. State shall, without cost to City, relocate or reconstruct or cause to be relocated or reconstructed all water, sewer, gas, electric, telephone, telegraph, and all other utility conduits, lines, poles, mains, pipes and facilities of every kind and nature made necessary to be relocated and reconstructed to conform with the proposed plans and ultimate requirements of the project; provided, however, that it is expressly understood that City shall require each utility company to move, relocate or reconstruct its own facilities at its own expense where the utility company's franchise with the City requires such company to move its facilities upon demand by the City."

This is preliminary draft.
See agreement No 162 for revised
draft.

NOTED
G. S. PAXSON

Accordingly, we must reject the assertion that this cost of relocation is an obligation of the City. We think the only obligation of the City under the contract in this respect is the agreement to give the State, through its Highway Commission, the benefit of any franchise provisions which the City enjoys in its favor with the various utility companies.

The franchise agreements under which Portland General Electric Company operates with the City of Portland are five. Copies of these franchises are attached hereto for your information.

We shall be happy to cooperate with you in any way possible in any negotiations with Portland General Electric Company. However, as far as the franchise provisions are concerned, you will note that these are minimal to say the least. No specific provision is contained in them, as in some other franchises which the City has granted in comparatively recent years, providing for relocation at the expense of the franchise holder in the event of a public work by the City.

I am sending a copy of this letter to Mr. May who first read to me over the telephone the paragraph 6 which was quoted in your letter, together with a numbered paragraph regarding reimbursement of the City for relocation cost of water and sewer lines. I was unable to discuss this matter with Mr. May in any way since I did not have the signed contract before me at that time. However, our investigation has led to the supposition that Mr. May must have had before him the original draft which was not the form of agreement entered into. Both this office and Mr. Apperson will be glad to do anything we can to cooperate with you.

Very truly yours,

Marian C. Rushing

MARIAN C. RUSHING
Chief Deputy City Attorney

MCR:gm
Encl.
cc Mr. Robert L. May, Jr.
Assistant Counsel, State Highway Comm.
Mr. L. G. Apperson
Commissioner Bowes

ORDINANCE NO. 107.

(Former City of Albina)

(Franchise owned by Portland Railway, Light & Power Company.)

An Ordinance authorizing the erecting, laying, stretching and maintaining of poles and wires for use in conducting electricity in the City of Albina by the Albina Light and Water Company, and its assigns.

The City of Albina does ordain as follows:

(Franchise for Erecting Electric Light Wires - Conditions of.)

Section 1. The right and privilege is hereby granted to the Albina Light and Water Company, and its assigns, of erecting and maintaining poles, and laying, stretching and maintaining wires thereon in, over and upon each and all of the streets, avenues, alleys, parks and public grounds of the City of Albina, at such places and in such manner as it, the said Albina Light and Water Company, or its assigns, may elect, but which shall not unreasonably interfere with or impede the free use of such streets, avenues, alleys, parks or public grounds for travel and other purposes for which they are adopted. The rights and privileges hereby granted, and the exercise thereof, are nevertheless subject to reasonable modifications and limitations by the City of Albina, but to such only as will not interfere with the said Albina Light and Water Company, or its assigns in furnishing in the most economical and approved manner, electric lights and power to said city and its inhabitants in each and every part of said city; but the planting of the poles and maintaining and stretching of wires thereon shall be under the supervision of the Council of the City of Albina.

Passed by the Council, March 5, 1890.

Approved, March 5, 1890.

D. M. McLAUCHLAN, Mayor.

ORDINANCE NO. 595

(Former City of East Portland.)

(Franchise owned by Portland Railway, Light & Power Company.)

An Ordinance granting to H.A. Hogue, C. P. Hogue and D.H. Jones, their successors and assigns, the right and privilege of erecting, constructing, maintaining and operating an electric light and power plant in the City of East Portland.

The City of East Portland does ordain as follows:

(Franchise for Operating Electric Light and Power Wires.)

Section 1. That H. A. Hogue, C. P. Hogue and D. H. Jones, their successors and assigns be and they are hereby granted the right and privilege of erecting, constructing, maintaining, operating and using in, along and over any and all the streets of the City of East Portland electric light and power wires, and the supports therefor, and all things necessary for an electric light and power plant.

(Not to Obstruct Street Travel.)

Section 2. Said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors and assigns, shall have the right to and shall erect the poles and stretch the wires of their electric light and power plant so as not to interfere with the free and unobstructed use of the streets for travel, and shallerect the poles at such points in the streets, and place the wires at such height as to least interfere with travel on and use of said streets, subject, however, to the control and supervision of the Common Council, as the public interests may require. ✓

(Streets to be Put in Repair - - When.)

Section 3. Whenever it shall become necessary in the erection or repair of such electric light and power plant for the said H. A. Hogue, C. P. Hogue and D. H. Jones, or their successors or assigns, or (to) in any manner interfere with any public street, or any part thereof, they shall without delay put the street in as good condition as it was before it was so broken up, and shall remove all surplus sand, earth, rubbish, or other material from the street.

(Franchise to Lay Tracks and Turn Tables.)

Section 4. That said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors and assigns, be and they hereby are granted the right to construct and lay down tracks and turn tables upon Water street from "N" street to "V" street; and upon "S" street from Water street to Fifth street; and upon any other street for a distance not to exceed two blocks, when the same may be necessary to connect with any street railway that may be constructed in the city; provided, that said tracks shall conform to the established grade, and be of the same width of track and laid under the same restrictions and regulations required by Ordinance No. 589, from the Willamette Bridge Railway Company.

(Unlawful to Injure.)

Section 5. That it shall be unlawful for any person or persons, without authority from said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors and assigns, to interfere, meddle with, injure, impair, or remove any of the electric light or power poles, wires, lights or apparatus belonging to said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors or assigns.

(Company to Raise or Remove Wires--When.)

Section 6. That whenever any person or persons, company or corporation shall have obtained permission of the Committee on Streets and Public Property to remove any building, structure or edifice through any street or streets of said City of East Portland with which the line or wires of the said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors or assigns, shall in any manner interfere, the said parties, their successors or assigns, shall upon twenty-four hours' notice from such person or persons, company or corporation, raise or remove said line or wires so as to allow free and unobstructed passage of any such building structure or edifice, and if the said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors or assigns, upon such notice shall neglect or refuse to raise or remove any such line or wires, said line or lines shall be raised or removed by the Street Commissioner at the expense of said parties, their successors or assigns, so as to admit of the free passage of such building or other structure or edifice, and in the event of a fire or conflagration the same may be cut or removed by proper authorities at the expense of the said H. A. Hogue, C. P. Hogue and D. H. Jones, their successors or assigns.

(Penalty.)

Section 7. Any person who shall violate the provisions of this Ordinance shall, upon conviction thereof before the City Recorder, be fined not less than ten nor more than fifty dollars, or imprisoned in the City Jail not more than twenty days, at the discretion of the City Recorder.

(Acceptance.)

Section 8. The Parties named in Section 1 of this Ordinance shall file their acceptance of its conditions within thirty days from the approval hereof, and commence work within three months from the date of the approval hereof; otherwise this Ordinance shall be null and void.

Passed the Common Council, June 28, 1887

Approved, June 29, 1887

N, K.WEST
President of the Council.

ORDINANCE NO. 984.

(Former City of East Portland.)

(Franchise owned by Portland Railway, Light & Power Company.)

An Ordinance authorizing George W. Brown, his successors or assigns, to construct, maintain and operate an electric light and power plant in the City of East Portland, Multnomah County, Oregon.

The City of East Portland does ordain as follows:

(Franchise for Electric Light and Power Wires.)

Section 1. That George W. Brown, his successors or assigns, be and they are hereby granted the right and privilege to erect, construct, maintain and operate in, upon or over any and all of the streets of East Portland electric light and power wires, and their supports therefor, and a plant, and all things necessary for the operation of an electric light and power plant, for the purpose of generating, furnishing and disposing of electric light and power, and for general electric purposes. The right is hereby included to build, maintain and operate underground conduits and subways for the conveyance of electricity in and upon all the streets, alleys and public places of the city, and to lay down, maintain and operate underground conductors and wires for the purposes above mentioned.

(Not to Obstruct Street Travel.)

Section 2. Said George W. Brown, his successors and assigns, shall have the right to erect, and shall erect, the necessary poles, and to stretch thereon the wires of their electric light and power plant in and upon any of the streets of the city, but so as to not interfere with the free and unobstructed use of the streets for travel, and shall erect the poles at such points in the streets, and place the wires at such heights as to least interfere with public travel on and public use of such streets.

(May Use City Poles in Return for Like Favors, Etc.)

Section 3. The said Brown, his successors, and assigns, are also hereby granted the right and privilege to use such poles of the city's electric light plant as may be convenient and in consideration thereof, hereby agree to keep that portion of the city's pole line used by them in good repair; and also hereby agree that the City of East Portland shall have the right to use any poles of the electric light and power plant hereby provided for without expense to the said city for the purpose of street lighting, fire and police alarms.

(To Put Street in Repair--When.)

Section 4. Whenever it shall become necessary in the erection or repair of such electric light and power plant to in any manner interfere with any public street, or any part thereof, the said George W. Brown, his successor or assigns, shall, without delay, put the street in as good order and condition as it was before it was broken up, and shall remove all surplus sand, earth, rubbish or other material from the street.

(Unlawful to Injure--Penalty.)

Section 5. That it shall be unlawful for any person or persons, without authority from said George W. Brown, his successors or assigns, to interfere or meddle with, injure, impair or remove any of the electric light or power poles, wires or lights or apparatus belonging to said Brown, his successors or assigns, except that in case of a conflagration the said wires may be cut or removed by the proper authorities at the expense of the said Brown, his successors or assigns, and any person violating the provisions of this Ordinance shall, upon conviction thereof before the City Recorder, be subject to a fine of not less than ten dollars nor more than fifty dollars.

(Acceptance.)

Section 6. The parties named in Section 1 of this Ordinance shall file their acceptance of its conditions within thirty days from its approval; otherwise the same shall be null and void.

Passed the Common Council, July 18, 1891.

Approved, June 25, 1891.

J. T. STEWART, Mayor.

Acceptance filed, July 3, 1891.

ORDINANCE NO. 3538.

(Franchise owned by Portland Railway, Light & Power Company.)

An Ordinance authorizing the erecting and maintaining of electric light wires and the necessary supports therefor on and over the streets of the City of Portland.

The City of Portland does ordain as follows:

(Rights.)

Section 1. That Geo. W. Weidler, and his assigns, be and are hereby granted the right and privilege of erecting and maintaining, operating and using in, along and over any and all the streets of the City of Portland electric light wires.

(Poles and Wires to be Erected--How--Subject to Modification.)

Section 2. Said Geo. W. Weidler, and his assigns, shall have the right to, and shall erect poles and stretch the wires so as not to interfere with the free and unobstructed use of the streets for travel, and shall erect the poles at such points in the streets and place the wires at such height as may be designated by the Committee on Streets and Public Property; and the right and privilege hereby granted is subject to modification, limitation and change by the Common Council whenever in their judgment the public interest require it. ✓

(Streets Disturbed to be Put in Order.)

Section 3. Whenever it shall become necessary in the erection or repair of such wires for the said Geo. W. Weidler, and assigns, to dig into or in any manner interfere with any public street, or any part thereof, said Geo. W. Weidler, or assigns, shall, without delay, put the street in as good condition as it was before it was so broken up, dug up, or disturbed, and shall remove all surplus sand, earth, rubbish or other material.

(Unlawful to Injure.)

Section 4. That it shall be unlawful for any person or persons, unless authorized by said Geo. W. Weidler, or assigns, to interfere, meddle with, injure, impair or remove any of the poles, wires, boxes, or apparatus belonging or appertaining to said wires or electric system.

(Penalty.)

Section 5. Any person who shall violate any of the provisions of this Ordinance shall, upon conviction before the Police Judge, be fined not less than twenty nor more than fifty dollars, or imprisoned in the City Jail not more than twenty days, at the discretion of the Police Judge.

(Acceptance--Work to Commence.)

Section 6. The parties named in Section 1 of this Ordinance shall file their acceptance of its conditions and commence the work within six months from the date of the approval hereof; otherwise this Ordinance shall be null and void.

Passed the Common Council, September 6, 1882.

Approved, September 8, 1882.

J. A. CHAPMAN, Mayor.

ORDINANCE NO. 4932.

(Franchise owned by Portland Railway, Light & Power Company.)

An Ordinance authorizing and directing a contract with P. F. Morey, and his assigns, and authorizing and allowing the erection and maintenance of poles and wires used in connection with or as a part of electric light works, in, upon and over the streets, alleys and public parks and public grounds of the City of Portland.

The City of Portland does ordain as follows:

Sections 1, 2, 3, 4, 5, 6, 7, and 8 authorized a contract for street lighting for two years, which has expired.

(Rights.)

Section 9. Said P. F. Morey, and his assigns, are hereby granted the right and privilege and are hereby authorized and allowed to erect and maintain, to operate and use in, upon and over the streets, alleys, public parks and public grounds of said City of Portland poles and wires used in connection with or as a part of electric light works of said P. F. Morey, and his assigns, and for the purpose of conducting and conveying electricity over said wires.

(Not to Obstruct Street Travel.)

Section 10. Said P. F. Morey, and his assigns, shall have the right and privilege to, and shall erect poles and stretch the wires so as not to interfere with the free and unobstructed use of the streets for travel, and shall erect the poles at such reasonable points in the streets and on sidewalks and place the wires at such reasonable heights as may be designated by the Committee on Streets and Public Property; and the right and privilege hereby granted is subject to reasonable modifications, limitations and changes by the Common Council, but not so as to interfere with or prevent the said P. F. Morey, and his assigns, from carrying on the business of furnishing electric lights and power to the City of Portland and its inhabitants or any thereof.

(Company to Repair Street--When.)

Section 11. Whenever it shall become necessary, in the erection or repair of such poles and wires, for said P. F. Morey, and his assigns, to dig into or in any way or in any manner interfere with any public street or any part thereof, he or they shall without delay put the street in as good condition as it was before it was so broken up, dug up, or disturbed, and shall remove all surplus sand, earth, rubbish or other material.

(Unlawful to Injure.)

Section 12. It shall be unlawful for any person or persons, unless authorized by said P. F. Morey, or his assigns, to interfere with, meddle with, injure, impair, or remove any of said poles or wires, or any insulator, cross arm, lamp or apparatus used in connection with or as a part of the said electric light works of said P. F. Morey, or his assigns.

(Penalty.)

Section 13. Any person who shall violate any of the provisions of Section 12 of this Ordinance shall, upon conviction before the Police Judge, be fined not less than twenty dollars, nor more than one hundred dollars, or be imprisoned in the City Jail not more than twenty days, at the discretion of the Police Judge.

Passed the Common Council, October 6, 1886.

Approved, October 7, 1886.

JOHN GATES, Mayor.

November 18, 1955

Mr. L. G. Apperson
City Engineer
City Hall
Portland, Oregon

Dear Mr. Apperson:

Under date of November 4, 1955, the City of Portland and State of Oregon, by and through its State Highway Commission, entered into an agreement relative to the construction of the Union Avenue-N. E. 42nd Avenue Section of the T. H. Banfield Expressway. Under paragraph 1 of "Things to be Done by the State" in that agreement the State was obligated to award the contract and supervise the construction and improvement of the Union Avenue-N. E. 42nd Avenue Section of the T. H. Banfield Expressway. In accordance with that obligation the Commission has awarded the contract for the construction of a structure to carry N. E. 33rd Avenue over the Expressway, and the contractor is ready and anxious to commence work upon the project.

Before the work can be commenced, however, it is necessary that certain poles and wires owned by Portland General Electric Company be removed or relocated. Paragraph 6 of the agreement between the City and the Commission, under "Things to be Done by the City" reads as follows:

> "6. The City shall relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, and all other utility conduits, lines, poles, mains, pipes and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the proposed plans and ultimate requirements of the project."

agreement
No 1682

In accordance with this obligation of the City, it is requested that appropriate steps be taken to have the facilities of the Portland General Electric Company removed or relocated so as to permit the State's contractor to proceed with the project.

As you know, we have discussed this problem to some extent with the Portland General Electric Company; and it appears that some question has arisen as to the right of the company to be reimbursed for the cost of removing its facilities. We have taken the position that the company is not entitled to reimbursement for the cost of removing or relocating its facilities, although we concede that the particular terms of the franchise under which the company occupies the site in question may alter our position. We have not yet had an opportunity to inspect the franchise; but in any event under the contractual obligation of the City set forth above, the matter of reimbursement of the company will be a matter for the City to handle.

Anything which you can do to expedite matters will be sincerely appreciated.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By
G. S. PAXSON
Assistant State Highway Engineer

RLM/mlk
cc: Mr. Alexander G. Brown
City Attorney

RECEIVED
NOV 7 1955
FOR FILING

OREGON DISTRICT
UI-323(12)
4546

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

November 2, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project UI-323(12), 33rd Avenue Undercrossing on the T. H. Banfield Expressway, we hereby concur as of this date in award of Contract No. 4546 to Gibbons & Reed Company of Portland, Oregon, low bidder in the amount of $174,170.10 at the September 23, 1955 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
NOV 2 1955
FOR FILING

UI-323(12)

4546

November 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: 33rd Avenue Undercrossing
of Banfield Expressway
F.A.P. Oregon UI-323(12)

On September 23, the Highway Commission accepted the low bid of Gibbons & Reed in the sum of $174,170.10 for this project and directed the Highway Engineer to award the contract to this firm as soon as necessary rights of way for the project were acquired. All rights of way for the project have been acquired, and the Engineer proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award.

We have previously furnished you with copies of a letter from the Union Pacific Railroad Company indicating their approval of the plans and specifications for the project and have also furnished you with unsigned copies of the State-railroad agreement for the project. Signed copies of this agreement will be furnished as soon as the agreement is executed by all parties concerned.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG/dp

cc C. A. Gardner

NOTED
G. S. PAXSON

RECEIVED
NOV 3 1955
FOR FILING

161-333(18)
4546

November 2, 1955

Gibbons & Reed Co.
P. O. Box 4909
Portland 13, Oregon

Gentlemen:

The State Highway Commission on September 23, 1955 accepted your proposal for the 33rd Avenue Undercrossing of the Banfield Expressway in Multnomah County for the sum of $174,170.10, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4546.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. Forrest Cooper
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 2, 1955
11:40 a.m.

Gibbons & Reed Co.
6405 N. E. Glisan
Portland, Oregon

Contract for 33rd AVENUE UNDERCROSSING of Banfield Expressway, Multnomah County, for which you submitted low bid on September 23, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
Files

District Engineer

By A. F. Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 1 ? 1955
STATE H[illegible] COMMISSION

RECEIVED
SEP 14 1955
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

[illegible]
[illegible]
08-35

September 12, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request of September 6, 1955 for Individual Project Program Change in Item 41, Project UI-323(12), 33rd Ave. Undercrossing, Federal-aid Urban Highway Program, was approved effective September 7, 1955.

The total cost will now show $204,000, Federal funds $122,000, State funds $82,000.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
SEP 13 1955
STATE HIGHWAY COMMISSION

RECEIVED
SEP 22 1955
FOR FILING

08-35

September 7, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project UI-323(12), 33rd Avenue Undercrossing of the T. H. Banfield Expressway. This is to authorize your advertising for bids.

Our approval of P. S. and E. and authorization for advertising are given subject to the execution of a satisfactory agreement with the Union Pacific Railroad Company and subject to formal approval of plans for the structure.

Concurrence in award of contract will be withheld pending receipt of plans approved and signed by the railroad company and pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of an encroachment resolution by the Portland City Council covering the section of highway which includes this project.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
SEP 21 1955
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

RECEIVED
JUN 7 1955
FOR FILING

UI-323(12)

11546

Mr. C. G. Polk, District Engineer
Salem, Oregon

F. E. Andrews, Division Engineer
Portland, Oregon

April 20, 1955

NOTED
W. C. WILLIAMS

Oregon Urban Program, Item 41, Project UI-323(12),
33rd St. Overcrossing of Banfield Expressway

We have your April 18 memorandum form request for program approval of the above item.

After checking the traffic figures and the proposed design of both the overcrossing and the main line Interstate route, we are surprised to find that full Interstate standards are not proposed. We are particularly concerned about this matter because in approving the intermediate control points between which this project is located, the State's letter of February 1 stated that surveys were complete and that "location and construction is in accord with approved standards for Interstate highways". We now find that the traffic volume expected calls for a six-lane facility. The deficiency in the State's proposal is due to lack of shoulders which should be 10 ft. on each side or, as a minimum, 8 ft. Even though the shoulders are not constructed initially but are planned for ultimately, the 33rd St. overcrossing would still have to be lengthened by 8 ft. If the full shoulder width were carried through the structure, it would then have to be lengthened by 20 ft, or a minimum of 16 ft.

The roadway width on the overcrossing structure itself is not made clear in your review notes. We recognize that this street operates as a two-lane facility even though four-lane traffic already exists. The approach pavement is 40 ft. so that ordinarily the bridge should be 4 ft. wider than the approach pavement although it may be considered that this is merely a wide two-lane facility.

Before making any recommendation on this program request, we will need a complete discussion relating to the points brought out above.

CC: MAIN FILES - Cameron

RECEIVED
APR 18 1955
FOR FILING

UI-323 (12)
4546

April 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of our Federal-Aid Urban Program, it is our desire to contrast the construction of an undercrossing of the T. H. Banfield Expressway at 33rd Avenue. The construction of this structure is desirable prior to the construction of the expressway for the reason that traffic can be handled more efficiently during construction of the expressway if the new structure is in place. Length of the proposed structure is 220 feet.

The program data for this project is as follows:

Item No.	41
County	Multnomah
Project No.	UI-323 (12)
State Route No.	US 30
Termini	33rd Avenue intersection with T. H. Banfield Expressway
Construction Cost:	
Total	$140,000.00
Federal Funds	84,000.00
State Funds	56,000.00
Other Funds	- -
Project Totals:	
Total Cost	$140,000.00
Federal Funds	84,000.00
Length	0.00 Mile
Character of Proposed Work	Extension of present 33rd Ave. overcrossing structure of U.P. R.R. to extend over Banfield Expressway

Maps showing the location of the structure and traffic movements between 33rd Ave. and the Banfield Expressway are being sent herewith.

It is our desire to contract this work in May; and it is requested that, if possible, approval be made by May 9, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

Encls.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #4499 Ends with: Contract #4546

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 77 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 14th day of January 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Opal Fretwell